

# THE "SIX"

Drain Engine Oil only every 2500 miles  
10 miles an hour even when NEW—no  
serious "breaking-in"—the result of  
precision workmanship and careful  
inspections.

## HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.  
The Hong Kong & Shanghai Hotels, Ltd.

# China Mail

ESTABLISHED  
1846

TO-DAY'S DOLLAR — The  
closing rate of the dollar on  
demand, to-day was 11d.

No. 27,731

HONG KONG, THURSDAY, FEBRUARY 26, 1931.

PRICE \$3.00 Per Month.

## A SECRET?

An Irish Motorist thinks that the  
Dunlop Rubber Company possess a  
valuable secret. Read what he says—  
"I have, from practical experience  
been long since convinced  
that Dunlop covers and tubes are  
the best made for cars, motor  
cycles and cycles. I say this from  
long experience."  
The Dunlop Company, I think, is  
like Guinness & Co. It has a  
manufacturing secret, undiscovered  
by its competitors."

The Dunlop Rubber Co., (China) Ltd.  
Pedder Building. Telephone 24554.

## CURRENCY MISSION LEAVES TO-DAY

### NO IMMEDIATE ACTION

#### RECOMMENDATIONS TO BE SUBMITTED TO LORD PASSFIELD.

#### TO ADVISE CHINA?

It was announced in the House of Commons yesterday by the Under-Secretary of State, Dr. Drummond Shiels, M.P., that the Commission appointed to enquire into the currency problems of Hong Kong would leave Britain to-day.

It is understood that the Commission, after making a full investigation, will draw up a report on its findings and submit this to the Secretary of State for the Colonies, Lord Passfield. It is not expected that immediate action will be taken on the recommendations of the Commission.

The Government of Hong Kong will be consulted before any suggestion for stabilisation are put into effect. It was pointed out that whilst the Commission might consider the problem of China's currency during their visit, they were primarily concerned with Hong Kong.

#### MAY CONSULT OTHER INTERESTS

London, Yesterday.  
In the House of Commons at question time, Dr. Drummond Shiels said that it had been arranged for a mission to proceed to Hong Kong forthwith to enquire into the currency system of the colony and report.

The Mission will consist of Mr. W. H. Clegg, Governor of the South African Reserve Bank, Mr. P. H. Ezechiel, one of the Crown Agents for the Colonies, and Mr. G. L. M. Clauson, of the Colonial Office (Secretary).

Mr. Ezechiel and Mr. Clauson will leave for Hong Kong on February 26. Mr. Clegg will meet them at Singapore.

The Commission will report to Lord Passfield, Secretary for the Colonies, and no action will be taken on their recommendations until the Government of Hong Kong has been further consulted.

If it appeared desirable to also consult other interests, this would be done.  
Asked as a supplementary question whether the mission would be empowered to consult the Chinese Government and consider the question of the Chinese currency, seeing that this is a question of the depreciation of silver currency, Dr. Shiels said he had no doubt that the Mission would

take into account all relevant considerations, but they were wholly concerned with the currency of Hong Kong.

Aid for China.  
Mr. G. H. Shakespeare (Liberal) asked whether Mr. Henderson, in consultation with the Powers concerned, had a view to supporting by economic or other financial means the Nationalist Government of China in connection with the restoration of its internal and external trade.

Dr. Hugh Dalton replied in the negative and added that His Majesty's Government had been encouraged by the evidence of an increased state of tranquillity and increased control by the Nationalist Government over large areas of the country.

His Majesty's Government hoped to encourage this by the provisions of the recently passed China Indemnity Bill.

Replying to a supplementary question regarding the visit of Sir Alfred Salter to China, Dr. Dalton said that the visit was on behalf of the League of Nations, and not any particular country.

Mr. Cazalet asked whether the question was bound up with the stabilisation of silver. Dr. Dalton did not reply.

## ENSURING PEACE IN THE WORLD.

### Britain Bound to Consult Dominions.

#### THE "GENERAL ACT."

Rugby, Yesterday.

A memorandum was issued to-night regarding the proposed accession of the Government of the United Kingdom to the general act. It will be recalled that the ratification of the optional clause was regarded as an "essential part of the effort seriously to implement the undertaking of the pact of peace in creating effective safeguards against War before its realities are forgotten."

The optional clause, however, related only to justiciable disputes and it was to cover the field of non-justiciable disputes, so that all international disputes of whatever character should be capable of pacific solution; that in 1920 the League Assembly produced the so-called "general act." Its importance lies in the fact that it completes the organised system of "All-in arbitration."

Its initial currency is five years from the first accession in 1930. A White Paper points out that as the pact of Paris provided no machinery for a pacific solution of disputes, signature of the optional clause and the accession to the general act are a logical sequence to acceptance of the pact. His Majesty's Government, however, could only accede to the general act on conditions corresponding closely to those made regarding the optional clause.

The Reservations, disputes arising prior to accession to the general act or relating to situations or facts prior to accession; secondly, disputes regarding which the parties to the dispute have agreed or shall agree to have recourse to some other method of peaceful settlement; thirdly, disputes between His Majesty's Government in the United Kingdom and the Government of any other member of the League which is a member of the British Commonwealth, all of which disputes shall be settled in such a manner as the parties have agreed or shall agree; fourthly, disputes concerning questions which, by International Law, are solely within the domestic jurisdiction of States, and, fifthly, disputes with any party to the general act who is not a member of the League.

The White Paper recalls that last year's Imperial Conference provided an occasion for consultation on the subject with other Governments of the British Commonwealth. Imperial opinion was emphatically in favour of the principle of the act and the Government of the United Kingdom will invite the House of Commons at an early date to approve of the accession in the knowledge that the Governments in the Dominions and the Government of India are in agreement with their action and in the belief that such action will make a further contribution to the peace and security of the world.—British Wireless Service.

Another Report.  
London, Yesterday.  
In a Memorandum on the proposed accession of the Government of the United Kingdom to the "General Act" of 1928 (approved by the League of Nations for the pacific settlement of international disputes), Mr. Arthur Henderson points out that the time is past when His Majesty's Government in Britain "could make any new departure of this kind in foreign affairs without full consultation with the Governments of other parts of the Empire."

He adds that following the opinion expressed at the Imperial Conference in 1926, the Government of the United Kingdom will invite the House of Commons at an early date to approve of accession, in the knowledge that the Governments of the Dominions and of India agree to their action and believe that such action will make a further contribution to the peace and security of the world.—Reuters.

## LIVELY SCENES IN BERLIN.

### Beer Glasses and Guns Used By Reds.

#### POLICE IN CONTROL.

Berlin, Yesterday.

The Police mobilised in full strength to-day to suppress an excessive exuberance in connection with the "world-wide" Communist unemployment demonstration. Scuffles occurred at various points this morning, notably in the Gormannstrasse, where the demonstrators used beer glasses and fired revolvers. The Police are in control of the situation everywhere.

#### Other Cities Affected.

London, Yesterday.  
A Communist call to the unemployed throughout the world to demonstrate on "Red Wednesday" produced a crop of incidents in various European cities.  
There was a very serious incident at Leipzig, where a crowd attacked the Police. The latter retaliated and three demonstrators were killed and eight wounded. Unemployed in Berlin wrecked the Labour Exchange and looted provision shops.

Over 100 arrests were made in Paris and Police, mounted and on foot, were overrun in Barcelona. At Prague, Warsaw, and Luxembourg mobs were charged by the Police. Fifty windows were broken in Copenhagen and 60 arrests made. The movement was ignored in Britain.—Reuters.

#### OVERCAST.

To-day's weather report from the Royal Observatory states:—

A fresh anticyclone has formed over China.  
Fresh monsoon prevails along the S.E. coast of China and over the N. China Sea.  
Forecast:—N.E. winds, fresh; generally overcast; some drizzle and mist.

#### Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day—0.18 inch. Rainfall since January 1—0.87 inch against an average of 2.97 inches—deficit 2.79 inches.

#### Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—  
Hong Kong ..... 58  
Macao ..... 54  
Pratas Island ..... 70  
Manila ..... 70  
Fochow ..... 50  
Chefoo ..... 28  
Shanghai ..... 38

## SEQUEL TO GLASGOW FRAUD SCANDAL.

### Only Three of Accused Granted Bail.

#### AMALGAMATED SILKS LTD.

London, Yesterday.  
Bail of £2,000 each, has been allowed to three of the accused—Gardner, Hannay, and Strachie, but refused to nine others in the Scottish Amalgamated Silks case.—Reuters.

[Thirteen well-known North of England and West Scotland business men were formally remanded in custody in the Glasgow Sheriff's Court on February 17 on charges of fraud and false pretences arising out of an investigation of the affairs of Scottish Amalgamated Silks, Limited. The amount involved is stated to be £438,000. The following are the names of the 13 arrested business men:—Fred Tomlinson, John Morrison Rockland, George Stanley Costa, Scoton Veitch Costa, Joseph Johnstone, James Sutherland, Robert Hannay, Alexander Young, George Todd, Duncan Wilkie, Alexander Rennie, John Gardner, and Alfred Callender Strachie. The octogenarian, James Sutherland, one of the 13 business men charged, was released on bail for £10,000, owing to ill-health.]

## WORLD ECONOMIC CRISIS.

### League Enquiry to Find Out the Cause.

#### URGENT AND IMPORTANT.

Rugby, Yesterday.

The meeting of economic experts will open in Geneva on Monday next in connection with the League of Nations inquiry into the causes of the world economic crisis.  
Although as yet it is impossible to state when the report of the inquiry will be available, a considerable amount of material has already been collected, and the British delegation to the last League meeting, in emphasising the urgency and importance of the inquiry, expressed the hope that the report would be completed before the next assembly.—British Wireless Service.

#### COMPANY REPORT.

#### THE HONG KONG AND SHANGHAI HOTELS, LIMITED.

The balance at credit of Profit & Loss Account at December 31, 1930 (including the sum of \$143,114.93 brought forward from the previous year) and after charging interest, insurance, maintenance and repairs, etc., and providing for depreciation and bad and doubtful debts, amounted to \$513,117.07, which the Directors recommend apportioning as follows:—

To pay a Dividend of 50 cents per share on 796,357 shares ..... \$398,178.50  
To carry forward to new account ..... 114,938.57

The directors have decided to issue the balance of the shares constituting the Company's unissued capital, in which connection 200,000 new shares of \$10 each will be offered at par to shareholders in the proportion of one new share for each complete four old shares held. Acceptance of the offer and payment in respect of the new shares accepted at the rate of \$10 per share will be required to be made on or before June 30, 1931, and such new shares issued will, with regard to dividend, rank pari passu with the existing capital as from July 1, 1931.

#### ADMIRAL KELLY.

#### ARRIVAL IN THE COLONY IN P. & O. LINER.

Vice-Admiral Sir W. A. H. Kelly, K.C.B., C.M.G., M.V.O., who is to relieve Admiral Sir A. K. Waistell, K.C.B., as Commander-in-Chief, China, arrived in the Colony in the s.s. Rawalpindi this morning.  
The liner docked at 10 o'clock, whereupon Captain T. A. H. Colman, A.D.C. to H.E. the Governor, and Captain Cameron, A.D.C. to H.E. the Officer Commanding the Troops, put off in the Government launch Britannia to greet him.  
Vice-Admiral Kelly will hoist his flag in H.M.S. Suffolk on Saturday.

#### JEWELLER SWINDLED.

Mr. C. H. Windsor, proprietor of Windsor Bros., Nathan Road, Kowloon, was the victim of a jewellery theft yesterday. He reported to the Police that between 1 and 6 p.m. yesterday some persons stole jewellery to the value of \$293 from his show cases.  
The missing articles, which include two gold wrist watches, bracelets, rings and chains, were first discovered to have been stolen after the departure of some customers who called in to make a small purchase and examine trinkets.

#### JAPANESE STOWAWAY.

At the Kowloon Magistracy this morning Mr. Hamilton ordered Wiyada Katsuma to be kept in Police custody for two days, pending his being returned to Japan.  
The defendant was stated to have stowed away on the s.s. Kawachi Maru from Kobe, and was discovered two days after leaving that port.  
The owners of the ship have offered to send the man back to Japan on their next sailing.

## BRITISH VISIT TO ITALY.

### To Conclude Naval Treaty with France.

#### NO STATEMENT MADE.

Rugby, Yesterday.

Questioned in the House of Commons to-day regarding the negotiations of the Foreign Secretary, Mr. Arthur Henderson, and the First Lord of the Admiralty, Mr. V. Alexander, in Paris and Rome, the Foreign Under-Secretary, Dr. Hugh Dalton, stated that so long as the conversations were in progress the House of Commons would not expect the Government to make a statement. He assured the House that the United States and Japanese Governments were being kept informed of all that occurred.—British Wireless Service.

Mr. Henderson and Mr. Alexander have arrived here.—Reuters.

## HEAVY DEFICIT IN INDIAN BUDGET

### Considerable Rise in Income-Tax Likely.

#### INCREASE IN DUTIES.

New Delhi, Yesterday.

A heavy deficit in the neighbourhood of 15 crores of rupees is expected to be announced in the Budget speech on February 28. The fresh taxation is hitting the entire community. It is anticipated including a considerable rise in income-tax and an increase in Customs duties and on major imports.—Reuters.

#### OPIMUM TRAFFIC.

Two boat people, an elderly man and a young woman, appeared before Mr. W. Schofield in the Central Police Court, this morning, charged with the joint possession of 122 taels of opium, without a permit from H.E. the Governor.

The man pleaded guilty to the charge, whilst the woman denied all knowledge of the opium, saying that she had been asked by the man to row a boat. Her plea was accepted and she was accordingly discharged.

His Worship imposed a fine of \$14,000 on the man, or, in default one year's hard labour.

#### BRIBERY OFFER ADMITTED

To-day Yui Ming, a Chinese youth, was charged before Mr. Hamilton in the Kowloon Court with not having complete control over his cycle in Kai Tak Road, and with offering a bribe of \$2 to a constable when accosted.  
He pleaded guilty to both charges, and was fined \$5 and \$10, respectively, with the option of three weeks' imprisonment.

## STOP PRESS

Shanghai, To-day.

Much interest has been aroused by a report that Victor Hu, a local Chinese amateur rider, is making arrangements for a flight from Germany to Shanghai via Africa and India. Victor Hu, who is at present holidaying in Europe, took up flying only recently in order to render practicable his sudden ambition to fly to China. He obtained a pilot's licence in Germany, from which he is departing in the course of the next few weeks. He states that his object is to stimulate interest among his countrymen in aviation. He is using a German light aeroplane.—Reuters.

London, Yesterday.  
The death is announced of Lady Frances Balfour. She was a great champion of women's rights, but a great critic of modern fashions. She hated electricity and stuck to paraffin lamps.—Reuters.

## LADIES' RECREATION CLUB.

### Subscriptions, Fees and Teas Cost More.

#### CONTROL OF DRINKS.

The 46th annual meeting of the Ladies' Recreation Club was held in the Helena May Institute this morning, when it was decided by a majority to raise subscriptions as from January 1, 1932.

The meeting was presided over by Mrs. Etherington (President), and those present included Mrs. Tottenham, Mrs. Gilmore, Mrs. Raiton, Mrs. Hill, Mrs. Fischer, Mrs. Martin, Mrs. Henderson, Mrs. Adams, and Mrs. Sommerfelt (Hon. Secretary), Mrs. Comrie (Hon. Treasurer).

The Report.  
The Committee's report, which was circulated to members, was as under:—

Members:—During the year 58 new members joined the Club. At the end of December there were 337 members on the roll, of whom 72 were absent.

Ladies' Challenge Shield:—The annual competition for this Shield was held on the L.R.C. courts on March 12 between the Peak Club, the U.S.R.C. and the L.R.C. (holders). The L.R.C. was represented by Mrs. Etherington, Mrs. Stark, Mrs. James and Mrs. Lissman. The U.S.R.C. won the Shield.

Ladies' Single Open Championship:—Holder, Mrs. Tottenham. Entries 24. Winner, Miss End Lo. Runner-up, Mrs. Keary. Men's Singles Club Championship:—Holder, Mr. McEachran. Entries 12. Winner, Mr. Humphreys. Runner-up, Professor Forster.

Ladies' Single Club Championship:—Holder, Mrs. Tottenham. Entries 6. Winner, Mrs. Blaise (W.O.). Runner-up, Mrs. Fischer.

Tournament:—The annual tournament was held during the months of October and November. Club Upkeep:—Various repairs and renewals were carried out during the year. Both the grass courts were partially reurfed, No. 4 Court was repainted, and the wire netting round No. 1 Court and the small grass Court was entirely renewed.

Treasurer's Report:—From the statement of accounts it will be seen that the year's working shows a deficit of \$198.57. This is accounted for by a decrease in entrance fees and subscriptions of \$565, while repairs and improvements show an increase of \$458. The cost of re-laying and re-wiring No. 5 Court amounted to \$1,300, while turfing of grass courts cost \$490, and repairs to the Club House \$235.

Thanks:—The Committee wish to thank Messrs. Palmer and Turner, (Honorary Architects) for their services, Mr. T. A. Martin for kindly auditing the accounts, Mrs. Comrie for kindly presenting the prizes on November 27, and the Grounds Committee—Dr. Montgomery, Professor Forster, Mr. Hickling, and Mr. Newhouse—for their assistance.

Deficit in Accounts.  
Commenting on the accounts, the President said that last year's working showed a deficit of \$198.57, due to fewer members and to repairs put in at the Club. The sum of \$500 in fixed deposit at the bank, she stated, remained intact, this being due to the fact that typhoon damages were paid out of current account.

The meeting unanimously adopted the report and accounts as presented.

Election of Committees.  
The election of the General Committee for the ensuing year followed, the following ladies being balloted for:—Mrs. Etherington, Mrs. Sommerfelt, Mrs. Tottenham, Mrs. Martin, Mrs. Fischer, Mrs. Raiton, and Mrs. Hill. The President, Hon. Treasurer, and Hon. Secretary will be elected from the above list by a meeting of the Committee.

The following were balloted for to serve on the Balloting Committee:—Mrs. Adams, Mrs. Henderson, Mrs. Johnson, and Miss Looker.

With regard to the Grounds Committee, the President proposed a departure from the system hitherto obtained of appointing

(Continued on Page 7.)

## AL CAPONE CHARGED AT LAST.

### Refused to Pay Income Tax.

#### COURT HEAVILY GUARDED.

Chicago, Yesterday.  
The notorious gang leader, Al Capone, appeared in Court for the first time for years to-day, when he was charged with contempt of Court in connection with the non-payment of income-tax.  
The case has been pending for two years. Foot and mounted police guarded the approaches to the Court and with great difficulty cleared a way among the hundreds who surged in.—Reuters's American Service.

#### "Backed 'Big Bill'."

Chicago, Yesterday.  
"Big Bill" Thompson has won his fourth mayoral nomination, defeating Judge Lyle, his anti-gangster opponent, by 45,000 votes.

Both candidates are Republicans and there was a bitter fight in which Al Capone backed Thompson to the extent of \$30,000, and which has left a legacy of libel suits involving claims for a million dollars damages. It was primarily a contest for selection of a Republican candidate for the mayoral election proper in April.

An army of 70,000 men, including 5,000 police, and a picked body of 600 American Legion volunteers kept order during the voting. Fears of bombings and "shoot-ups" did

## RAID ON SHANGHAI JEWELLERS.

### Haul of \$30,000 Worth of Loot Made.

#### ENTRANCE AT DAWN.

Shanghai, Yesterday.  
The biggest burglary of a foreign shop for the last few years took place here in the early hours of yesterday morning, when burglars entered the premises of Messrs. Boyes, Bassett and Co., the well-known jewellers in Nanjing Road, and carried off \$30,000 worth of loot, consisting of watches of Swiss and American make, and a number of earrings.  
Entrance to the shop was gained from the skylight, from which the burglars lowered a rope and climbed down. A watchman noticed a shadow moving inside and blew his whistle. Police hastened to the scene but the thieves escaped.—Reuters.

not materialise, in spite of the fact that 240 gangsters were imported from St. Louis on behalf of Judge Lyle, in order to meet the menace of the followers of Capone who was himself present in his famous bullet-proof car.  
The campaign was characterised by a storm of vituperation, and the appearance of Thompson's famous "circus," including a parade headed by a "jacks" and a mounted "cow" boy.—Reuters's American Service.







## BUSINESS DIRECTORY

## AUTUMN FASHIONS.

PLUS FOURS  
AT  
THE SMARTEST  
TAILORS  
IN  
TOWN.

WING HING CO.  
Gentlemen's Tailors  
64 Queen's Rd. C.  
Tel. 21417

## CURIOS AND ANTIQUES

## JADE TREE, INC.

PENINSULA  
HOTEL ARCADE  
Tel. 58081.

## NEW SHIPMENT

OF  
BEAUTIFUL LINGERIE.  
PYJAMAS  
MANDARIN COATS  
EMBROIDERIES.

## DENTISTS.

HARRY FONG, Dentist,  
1st floor, No. 74, Queen's Road  
Central. Tel. 21255.

TANG YUK, DENTIST  
Successor to  
the late SUN TING.  
14, D'Aguiar Street.

TERMS VERY MODERATE  
Consultation Free.

## ELECTRICAL SUPPLIES.

THE GLOBE FOK CHEONG  
ELECTRICAL SUPPLY CO., LTD  
72, Queen's Road, Central.  
Tel. 23270.

## ENGINEERS &amp; SHIPBUILDERS.

W. S. BAILEY & CO., LTD.,  
Kowloon Bay.  
New Work & Repairs.  
Call Flag "L"  
Sole Agents for Kelvin Motors

## FOREIGN GOODS STORE.

GREAT REDUCTION ON  
"SHAVEWELL"  
A Marvellous Shaving Cream  
Usual \$1.50 now 75 cents.  
at YEE HING (Toney & Company)  
(Lato of 24, Pottinger Street)  
82, Des Voeux Road C. Tel. 23016

## HAIR DRESSERS.

LEE YEE,  
Ladies' and Gentlemen's Hair  
Dressers & Bookellers.  
No. 12, D'Aguiar Street.  
(opposite Queen's Theatre).

ON LOK  
10, Wyndham St.,  
1st floor.  
Entrance On Lan St.  
Telephone 22317.

LADIES' AND GENTLEMEN'S  
HAIR DRESSING SALOON.  
Expert Barbers. Moderate Charges.

## COASTWISE

by  
"ALGIE" BENNETT.

An interesting book  
of Cartoons depicting  
"Happenings" on the  
China Coast

PRICE \$1.00.

Now on sale at  
BREWERS  
WHITEAWAY, LAIDLAW  
EXCELSIOR BOOK STORE,  
and at the Publishers.

The Newspaper Enterprise, Ltd.  
China Mail Building.

## GENTLEMEN'S TAILORS.

**Tailored**  
at  
**BROWN'S**  
FOR PERFECTION IN  
WINTER SUITS.  
2nd fl., Rutton Bldg., 7, Duddell St.  
(opp. Gospel Hall). Tel. 23055.

Winter Suits  
Made to Order.  
Our Measurement  
is Guaranteed  
Perfection.  
Prices Within  
the Means of  
Everyone.  
**YEE SING**  
Gentlemen's Tailor.  
12, Wellington St.  
Tel. 21882.

First-Class Tailoring  
With the Latest  
Suits for  
Winter Wear.

Cloth to Please You.  
Finish With Style.  
Leads to  
Satisfaction.  
**JHANDAD**  
MASTER TAILOR.  
4, Peking Bldg.,  
Nathan Rd., Kowloon.

## LADIES' TAILORS.

New Felt Hats  
Just Received  
From Paris.  
New Colour  
Schemes For  
Autumn Dresses.  
**CHEONG SHING**  
Ladies' Tailor.  
Nathan Road,  
Kowloon.

## OPTICIANS.

THE HONG KONG OPTICAL  
COMPANY,  
Phone 22232.  
53, Queen's Road Central.

**OPTICIANS.**  
GLASSES  
STYLED FOR  
YOUR FACE.  
The Sino American  
Optical Company.  
83, Queen's Road C.

## LAMP SHADES.

BUY DIRECT FROM

SAVE YOUR MONEY.  
**THE B-B-C COMPANY**  
AGENT OF EXCHANGE  
FOR  
Chinese Arts and Products  
Silk Lamp Shades  
A Speciality.  
13, Ice House Street  
Phone 20665.  
WORK SHOP,  
249, Queen's Rd. East.

## ROUND THE CINEMAS

CLARA BOW'S SINGING  
VOICE.

## "TRUE TO THE NAVY."

Electrifying! That's the effect Clara Bow had on the audience in the Central Theatre last night where her latest "It" hit, "True to the Navy," is showing to crowded houses. She's a new Clara Bow with a singing voice that's a knockout, and a personality appeal that just pulls the audience into the story.

Imagine Clara surrounded by gobs, real navymen! A dozen of them love her in "True to the Navy," and Clara Bow loves every one. She's a drug store soda-fountain girl who serves "It" with the soda, and Harry Green, the hilarious highlight of "Honey," is the drug store proprietor. Harry keeps the laughter rippling and Clara keeps the pulses beating double quick.

Clara never looked more lovely than she does in "True to the Navy." Her red-headed flash makes her entire performance a vivacious delight. Again Fredric March, the same young man who captured her fancy in "The Wild Party," walks off with the prize, but only after a series of really thrilling and action-smashing adventures which arouse everybody to a high pitch of excitement.

"There Is Only One Who Matters to Me" is Clara Bow's own song. It was written for her and she puts it over in "It" fashion. Her voice is fresh and fine, a new revelation in Bow talent.

"True to the Navy" is something to see! Go Bow for entertainment. There's nothing so good as a Clara Bow show.

## "BLACKMAIL."

"Blackmail," which will be showing in the Queen's Theatre to-day, on account of both of the dramatic interest of the story and the perfect recording of the voices, constitutes a triumph for the director, Alfred Hitchcock, and a splendid nugget for the British international Pictures' success in the new field of movie-entertainment.

The picture has been produced with such intensity and convincingness that we follow gladly and do not pause for cross-examination. This is the best tribute that can be paid to the brilliance and sincerity with which "Blackmail" has been directed. And it is no less a tribute to the splendid band of artists who act in it. Anny Ondra, by her magnificent rendering of the part of the girl, proves beyond doubt that in her the Talkies have found a young actress of sterling ability who will go far in this medium. Donald Crisp makes a memorable figure of Tracey, and John Longden gives a striking performance of the policeman-lover.

## "LET'S BE GAY."

Along with the slogan of "keep that school girl complexion" should be a reminder to "retain that youthfully slender silhouette." Those who have neglected this item can vouch for how "awfully simple" it was to lose the slender contours and how "simply awful" it is to try to regain that former slenderness.

There are a few who have kept silent vigilance over this creeping avoirdupois who aren't too selfish to reveal their method, among them being Norma Shearer, Metro-Goldwyn-Mayer star, whose latest picture, "Let Us Be Gay," will be shown in the Queen's Theatre on Sunday.

Diligence and self-discipline are her two by-words when it pertains to figurative things. Diligence in exercising and self-discipline when it comes to eating.

A set of exercises that she has found affects every part of the body, starts with the hands against the wall, pushing the body forward until the chin also rests against the wall. This keeps the arms firm and at the same time throws the chest out. Bending the body with the arms swinging from above the head to the floor keeps one lithe. Another body straightener is found in touching the fingers to the shoulders and out at the sides. This also lifts the whole figure in an upstanding line.

Motions that slenderize the hips and legs are obtained by standing before a chair and kicking first one leg and then the other over the back, keeping the knees straight. Swinging the legs back and forth while holding on to some object for balance also keeps one youthful. The importance of all these motions, however, is in continuing them until they become a habit in place of just following them spasmodically.

Appearing with Miss Shearer are Rod La Rocque, Marie Dressler, Gilbert Emery, Hedda Hopper, Raymond Hackett, Sally Eilers, Tyrrell Davis, Wilfred Roy, William O'Brien and Sybil Grove.

## "KING OF JAZZ."

No setting has ever been more romantic than beautiful Old Mexico-colourful Monterey, with its graceful palms, its golden stars, its velvet skies and its languorous nights. And it is in this setting that John Boles, the "golden voice of the screen," sings the latest Spanish songs by Mabel Wayne famous for her "Ramona" and "In a Little Spanish Town," in Universal's spectacular extravaganza "King of Jazz," the next change in the Central Theatre.

Boles has attained his tremendous popularity in romantic settings such as "The Desert Song," "Rio-Rita," and "Song of the West," "Captain of the Guard," in all of which pictures he has portrayed the singing, romantic lover. In "It Happened in Monterey" both the romance of Boles' marvellous voice and the romance of Old Mexico are blended with the magic touch of John Murray Anderson, famous producer of New York musical shows, who directed the film for Carl Laemmle, jun.

The feminine interest is supplied by beautiful Jeannette Loff, whose dancing and singing ability, in addition to her histrionic charm, won her a long term contract with Universal for her work in the picture. Besides Boles and Miss Loff there are in the number the piquant Sisters "G", the dance sensation of Europe especially imported from Berlin; George Chiles, New York stage headliner, and the celebrated Russell Market dancers, whose beautiful line, tap and ensemble dancing is one of the sensations.

## FLIGHT-LT. HILL.

WILL RETURN TO ENGLAND BY  
STEAMER.

Brisbane, Dec. 21  
One of several women present at Eagle Farm Aerodrome yesterday kissed Flight-Lieut. Hill as he alighted after his adventurous flight.

She said, "I'll give you this for Jane. She is just longing to see you."

She was referring to the aviator's wife.

Not more than a score of persons welcomed the aviator. One of the first to extend congratulations was his aged father, Mr. E. O. W. Hill, who had waited an hour at the aerodrome before the arrival of his son at 11.40 a.m.

Flight-Lieut. Hill had little to say. It was evident that he was keenly disappointed at his failure to break the record, which had been his ambition for years. He intends to return to Britain by steamer. His leave will expire at the middle of March.

Hill's wife is on holiday in the Blue Mountains.

The building of a large absorption plant in Turner Valley in the near future, at an initial cost of half a million, for the purpose of extracting gasoline from waste gas now burned in flares, by independent oil companies, has been decided upon, according to current Press reports. It is understood that contracts for the purchase of waste gas from several independent companies have already been signed, while negotiations are in progress with other countries.



## CLAREMONT

## PRIVATE HOTEL.

Austin Road, Kowloon.

(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

## EXCLUSIVE TABLE

entirely under European management.

Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

Terms very moderate. Reservations by letter or cable.

## CLAREMONT

Tel.: 57583 & 57585 (Private).

Telegraphic Add.: "Fern" H.K.

Our motto is "SERVICE."

## SPORT NOTICES

## THE HONG KONG JOCKEY CLUB.

## ANNUAL RACE MEETING 1931.

February 28, March 2, 3, 4, and 7, 1931.

ON SATURDAY, February 28, the first race will be run at 1.30 p.m., and on all other days at 11.30 a.m. On the first day the first bell will be rung at 1 p.m. and on the other four days at 11 a.m.

## MEMBERS' BADGES &amp; ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10 per day including tax—or \$40 including tax for the Meeting (ladies \$5 and \$20, respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Club.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

## PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$4 per day including tax for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day, including tax. Bookmakers, Tic Tac men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

## SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, February 11, 1931.

## THE HONG KONG JOCKEY CLUB.

## ANNUAL RACE MEETING, 1931.

THE TIFFIN INTERVAL on the Last Four Days will be taken after the Fifth Race on Each Day.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, February 25, 1931.

## LAMMERT BROS.

## AUCTIONEERS, APPRAISERS AND SURVEYORS.

## Public Auctions

THE Undersigned have received instructions to sell by Public Auction,

ON

FRIDAY, February 27, 1931,

commencing at 10.30 a.m.,

at No. 94A, Nathan Road, Kowloon

A Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

On View from Thursday, February 26, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, February 21, 1931.

## AN INTRODUCTORY HISTORY

by

A. H. CROOK, O.B.E., M.A.

W. HAY, M.A.

W. L. HANDYBIDE, M.A., B.Sc.

PRICE \$2.00.

NOW ON SALE AT THE PUBLISHERS.

The Newspaper Enterprise Ltd.

China Mail Offices.

## BUSINESS DIRECTORY

## GENTLEMEN'S TAILORS.

Ready!  
FOR THE SPRING.  
A generous offering of Suits and Light Coats in the modes of the time—at reasonable prices.  
**MILLEN CO.**  
14, D'Aguiar St. Tel. 22774.

## SPECIALISTS IN BEAUTY.

ONLY TWO HOURS TO TRANSFIGURE YOU.  
**MADAM KATIE'S**  
BEAUTY PARLOUR.  
31, Wing Lok Building, Kowloon.  
Tel. 50841. Tel. 50841.

## JEWELLERY.

**LOVELY JEWELS AND DIAMONDS**  
at  
**ISACK & CO.**  
64, Queen's Road, Central

## WINDSOR BROS.

**JEWELLERY**  
**DIAMONDS**  
We have a large Selection of Jewellery suitable for all occasions. A visit will convince you.  
Established 1905.  
54, Nathan Rd., Kowloon.

WATCHMAKER, JEWELLER AND ENGRAVER.  
Sale and Repairing of Gold and Silver Goods. Any kind of Watches, Chronometers, Chronographs, Repeaters, Speedometers, Typewriters and anything in the line of delicate mechanism. All orders executed promptly at moderate rates.  
M. BOGDATSKY,  
No. 58, Nathan Rd., Kowloon.

## PHOTOGRAPHERS.

PHOTO GRAPHS  
DEVELOPING, PRINTING, ENLARGING AND FRAMES.  
**LEUNG YIK KEE**  
12, Wyndham St.

## SWATOW DRAWNWORK

FOR THE LADIES.  
Gorgeous Underwear  
Kimonos  
Pyjama Suits  
and  
Shawls.

## SWATOW WENG LEE CO.

52, Nathan Rd., Kowloon.

For  
Swatow Goods  
and  
Chinese Fancy  
Goods.

WHOLESALE and RETAIL  
**SOUTH CHINA IMP. & EXP. CO.**  
90, Nathan Rd., K. Tel. 57757.  
Dealers in Hand-made  
Drawn-Work, Embds. & Curios.  
Prices are moderate.

## SHOES.

Footwear of High Quality.  
Footwear Within Your Means.  
Footwear That Has Long Life.  
**FAIR & COMPANY.**  
18, Wyndham Street.  
Tel. 26204.

Black or Brown  
Shoes from \$5.00.  
Black or Brown  
Boots from \$8.00.  
Children's Boots or  
Shoes from \$2.00.  
Best styles, most complete stock  
of all sizes. Repairing a specialty.  
**WONG SIU WOON**  
81, Pottinger St. Phone 21474.

## SILK STORE.

**GREAT  
REMOVAL SALE**  
AT THE  
**TAJMAHAL SILK STORE**  
5, Wyndham St. Tel. 26136.

## SPORTING GOODS.

ATHLETIC  
GOODS!  
**THE LIANG YOU COMPANY**  
70, Queen's Road C.

## CRICKET

"WISDEN" BATS, BALLS,  
STUMPS, LEG GUARDS, ETC.  
Inspection Cordially Invited.

The Hong Kong Sporting Arms  
& Ammunition Store.  
Beaconsfield Arcade.

## PHOTO-SUPPLIES

Kodaks and Cameras.  
Films, Plates and Papers, etc.  
Developing, Printing and  
Enlarging.

ZEISS AND BUSCH  
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

## A. SEK &amp; CO.

Tel. No. 23459.

26A, Des Voeux Road, C.

Hong Kong.

**Bring Your  
PRINTING  
Problems to Us**

THE NEWSPAPER ENTERPRISE LTD.  
CHINA MAIL BLDG., 54, WYNDHAM ST.



# LLOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR  
**BRINDISI, VENICE & TRIESTE**

via Singapore, Colombo, Bombay, Aden, Suez & Port Said  
Taking Cargo on through Bills of Lading  
to Flume, Genoa, All Italian, Adriatic, Levant,  
Black Sea and Danube Ports  
Passengers to LONDON (Overland).

**NEXT SAILINGS FROM HONG KONG**

	For Shanghai & Japan	For Singapore & Italy
S.S. "VENEZIA-L"	Mar. 10	Mar. 10
S.S. "GANGE"	Mar. 25	Mar. 25
M.V. "HILDA"	Mar. 9	Apr. 12
S.S. "PILSNA"	Apr. 7	Apr. 19

\* Passenger Steamers with First, Second and Second Intermediate Accommodation.  
† Outward voyage to Shanghai only.  
Sailing Dates subject to alteration without notice.  
For Freight and Passages apply to:  
Queen's Building, DODWELL & CO., LTD.  
Tel. 23021. Agents.

# NYK LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 4th March.
CHICHU MARU	Wednesday, 18th March.
TATSUTA MARU	Thursday, 26th March.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Thursday, 26th March.
HIYE MARU	Tuesday, 21st April.
HEIAN MARU	Tuesday, 21st April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 7th March.
HAKONE MARU	Saturday, 21st March.
SUWA MARU	Thursday, 26th March.
SYDNEY & MELBOURNE via Manila & Ports.	Thursday, 26th March.
ATSUTA MARU	Friday, 27th February.
HOMBAY via Singapore, Penang, & Colombo.	Wednesday, 11th March.
KAGA MARU	Thursday, 11th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Thursday, 5th March.
HEIYO MARU	Tuesday, 14th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Tuesday, 14th April.
KANAGAWA MARU	Thursday, 12th March.
NEW YORK, BOSTON via Panama.	Thursday, 12th March.
TAKETOYO MARU	Saturday, 14th March.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Saturday, 14th March.
LYONS MARU (calls Saigon)	Sunday, 1st March.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 8th March.
CALCUTTA MARU	Sunday, 8th March.
PENANG MARU	Sunday, 8th March.
SIANGHAI KOBE & YOKOHAMA.	Sunday, 1st March.
TANGO MARU	Tuesday, 3rd March.
MURORAN MARU	Friday, 6th March.
HAKOZAKI MARU	Friday, 6th March.

† Cargo only.  
For further information apply to:—NIPPON YUSEN KAISHA  
Telephone 30291. (Private exchange to all departments.)

# O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP via Singapore, Colombo, Suez & Port Said.	Amazon Maru	Tues.	10th Mar.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Hawaii Maru	Fri.	6th Mar.
BOMBAY via Singapore & Colombo.	Sumatra Maru	Fri.	6th Mar.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Panama Maru	Tues.	3rd Mar.
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri.	6th Mar.
CALCUTTA via Singapore & Rangoon.	Tacoma Maru	Wed.	4th Mar.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Africa Maru	Tues.	31st Mar.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Hokuroku Maru	Thurs.	10th Mar.
JAPAN PORTS (Freight Service).	Mendo Maru	Thurs.	5th Mar.
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Canton Maru	Sun.	1st Mar.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Deli Maru	Thurs.	20th Feb.
TAKAO via Swatow & Amoy (Fortnightly).			

For further particulars please apply to:—  
**OSAKA SHOSHEN KAISHA.**  
Telephone 28051.

**PHOTO SUPPLIES.**  
PHOTOS TAKEN DAY AND NIGHT.  
Zelus, Kodaks, Cameras, Films, Plates, and Papers, etc.  
Developing, Printing and Enlarging.  
AT 24 HOURS SERVICE  
Price Moderate.

A Trial Order is Solicited.  
**THE KWONG KWUI CO., LTD.**  
74, Queen's Road Central, Hong Kong  
Tel. 22170.

# Shipping Intelligence.

## SURPLUS TONNAGE PROBLEM.

Swedish Owner's View of New Building.

"INJECTING BACTERIA."

Continuing the articles in the circular of the Baltic and International Maritime Conference on the various aspects of the shipping industry, which, following the suggestion of the chairman of the executive committee, Mr. T. C. Christensen, Mr. W. A. Souter, the president, inaugurated with an article on the outlook. Mr. Emil Lofgren, the well-known Stockholm shipowner, contributes the following view on the present depression:

The abnormal increase in world tonnage is considered to be one of the chief causes of the present miserable freight situation. Even apart from the fact that trade has for some time been decreasing, the surplus of tonnage is abnormal, due to the great increase in building activity. These shipowners who are building new vessels under present conditions are simply increasing the supply of tonnage and are thereby doing the greatest harm, not only to themselves but to shipping in general. Of course they do so in good faith. Because a number of shipowners believe that the crisis will pass automatically—and so building continues! But is not this to inject bacteria into an old sore?

There is no doubt that the future prospects of shipping depend to a certain extent on the attitude adopted by shipowners themselves towards the policy of Government subvention, whether in the form of direct subsidies to shipowners and shipyards, loans at low rates of interest, ships mortgage banks, or such like. Experience has proved that Government measures on the part of one country "to assist shipping" show an increasing tendency to infect other countries. It is not improbable that the time may arrive when those shipowners who have hitherto advocated Government intervention most strongly will be the first to wish such action undone, because the intervention is chiefly intended to aid new building, the shipbuilding industry and in effect Governments by their intervention have been largely instrumental in creating an extra surplus of tonnage which has proved harmful to shipping in general.

### Industrial Way.

In industry, when it is discovered that there is an over-supply of commodities, industrialists themselves cut down production. Shipowners, on the other hand, seem to pay no attention to the law of supply and demand, and continue to increase the supply of tonnage by constructing new tonnage.

In the real estate market, when it is found that there is a sufficient number of new dwellings, building operations cease, and in many cases activity is limited to modernising and rebuilding old houses. In shipping, the supply of tonnage unconcernedly continues to be increased, to the detriment of all shipowners. Wherein lies the difference? In real estate, bankers and other credit institutions stop building operations by refusing to grant further credit facilities when they consider that the supply meets the demand, but in the case of shipping, Governments and shipbuilders and their banks purposely continue their credit policy and thereby also increase the surplus of tonnage to the detriment of the entire shipowning community. This is officially called "to assist shipping."

One would imagine that it would be generally realised that a number of shipyards are building tonnage at prices which leave no margin of profit. And has no one observed that it is first and foremost the shipbuilders who support shipowners in their endeavours to obtain more favourable credit facilities, and that the shipyards themselves to a preponderant extent act as credit intermediaries? In view of present conditions, the shipowner should not ask himself whether it is his duty to think of the fate of the shipyards—should he not instead think very seriously of the consequences of a further increase in tonnage?

To the shipowners in general it appears that shipyards should have every reason to take the long view of the situation. In other words, instead of obtaining credits for new construction they should endeavour to find ways and

means of scrapping old tonnage and reducing the tonnage surplus, thereby creating a natural demand for new tonnage.

### Unify Impossible.

Depression now and in the past has created many remedies. Schemes have been propounded calling for minimum freights, organised laying-up of surplus tonnage, systematic scrapping of old tonnage, prohibition of import and/or export of old tonnage (I have myself advocated scrapping and import prohibition) and—now finally—an increase in freeboard, which would mean reduced carrying capacity per unit. These proposals have one and all their good points, which have caught the attention of many well-known shipowners. But they have all one and the same drawback—they call for absolute unanimity on the part of shipowners. However, shipping is international, and consequently it is impossible to attain such unity. Nevertheless, one would imagine that the individual owner's instinct for self-preservation would force him to accept one of the projects mentioned.

As experience has shown that it is not possible to successfully apply any one of these expedients, but that building operations continue unhindered, how can any shipowner believe that the harm will "disappear of itself"? Instead, is not continued activity in building to inject bacteria into an old sore?

Since agreement has not been reached regarding any of the remedies suggested to reduce the tonnage surplus, shipowners should look to themselves and endeavour to find out what is to be done. The tonnage surplus has been created as a consequence of the World War, or, in other words, as a result of abnormal, indeed drastic conditions. Drastic measures require drastic remedial steps building! And, let government subsidy and loan institutions and other givers of credit make arrangements to adapt their credits to prevailing conditions, in exactly the same way as is done in other branches of industry.

Thus the endeavours of shipowners' organisations the world over should be directed towards a businesslike adaptation of the use of subsidies and credits to existing conditions. Could not Mr. Christensen's appeal to members to discuss matters of interest to shipowners lead to a united expression of opinion by shipowners against a continuation of building activity?

### SHIPOWNER'S AFFAIRS.

Sir Robert Thomas Still Hopeful.

At Bangor Bankruptcy Court, in mail week, the public examination was resumed of Sir Robert Thomas, Bart., shipowner, of Holyhead. After questions by solicitor for the trustee, the Official Receiver applied for the close of the examination.

In reply to Mr. T. R. Evans, his solicitor, Sir Robert said he had no means to-day except what he earned. He had lost £500,000. Mr. Evans:—And the future does not look very bright for you, Sir Robert?—The future is quite all right. I am not yet sixty years old, though I am nearing that, and I hope when I get my discharge, I have some very good friends, to start in business, and it will be my aim before I die to pay every creditor in full, and I shall do it.

Mr. Evans:—Where there is a will there is a way.  
Sir Robert:—I shall do it.  
The examination was then closed.

### WARSHIPS IN PORT.

The following British warships were in harbour to-day:—  
Bridgewater—South wall.  
Bruce—No. 8 buoy.  
Cicala—No. 7 buoy.  
Cumberland—West wall.  
Herald—East wall.  
Hermes—No. 1 buoy.  
Ironquill—East wall.  
Kent—North arm.  
Marston—No. 4 buoy.  
Medway—No. 2 buoy.  
Odin—No. 2 buoy.  
Ogria—In dock.  
Oswald—In dock.  
Otus—No. 2 buoy.  
Petersfield—North arm.  
Sandwich—No. 13 buoy.  
Seppoy—No. 10 buoy.  
Seraph—No. 12 buoy.  
Seraph—No. 11 buoy.  
Sirdar—South wall.  
Sterling—In dock.  
Suffolk—North wall.  
Tamar—Basin.  
Tarentine—South wall.  
Thracian—No. 12 buoy.

## SHIPPING PROBLEMS.

FOUR OR FIVE PROPELLERS FOR NEW CUNARD?

SIR ALFRED YARROW'S VIEWS.

During a long and varied conversation, Sir Alfred Yarrow, Bart., the veteran shipbuilder and scientist, who was 89 years old recently, gave the following comments and impressions on shipping and trade to The Journal of Commerce:

Referring to the rapid growth of the motorship, Sir Alfred said that he believed the fast steamship would always hold its own. Any ship that needed high speed required turbines, and water-tube boilers, but vessels on long voyages, such as Vancouver to New Zealand, were better when fitted with diesel engines, otherwise they would have to stop for fuel. Furthermore, the motorship was an advantage where oil was cheap and coal was dear.

Speaking of water-tube boilers, it was interesting to note—a fact often overlooked in the shipping world—that the big German-built liners now in British or American ownership, including the Lovian, Berengaria and Majestic, were fitted with Yarrow type boilers, and also the fastest liners in the world to-day, the Bremen and Europa. At the time the earlier liners were completed the chief of the Stettin yard told Sir Alfred prior to the war that they could not have carried out their contract without that type of boiler, and they intended to fit it to all the other liners they built.

### Giant Ships.

Sir Alfred has definite views about very large liners, the construction of which seemed to him to be a very doubtful policy. "The Mauretania," said Sir Alfred, "is the best type, for size, and the man who designed her engines—Mr. Andrew Laid—was a wonderful man. He has never received the recognition he deserves for designing, nearly twenty-four years ago, the engines of a ship still doing so well in service. The new Cunarder, of course, will have Yarrow boilers, and I think it would be well worth considering the fitting of five propellers instead of four. A fifth propeller would give great manœuvring power, and this is very important with a big ship. There would also be much less vibration."

"I was told by the late Sir Sefton Brancker, who was lost in the R101, that people who wanted to cross the Atlantic quickly would, in a few years, always fly over. The maximum time for this to come about would be 20 years; then the large, fast luxury ship would not be needed. But the ships that are now building will last more than 20 years, and it behoves owners now planning great, fast vessels to consider the development of flight at the same time. Americans will always pay for super luxury and speed, but the ultimate result is doubtful economically."

"British supremacy on the sea will never regain its past big lead, but it never worries me if I hear of another country building a ship quicker or better than we do, because we taught them all how to do it. Italy, Japan and Germany all had become excellent shipbuilders, and we have to face a new and fierce competition in this way."

**Cure For Depression.**  
"As for the policy of closing down yards advocated by the National Shipbuilders' Securities Ltd., this is an experiment we must watch carefully. I do not know how it will turn out."

"The present depression can only be overcome in one way—not cutting of salaries, nor rationalisation—but harder work and more saving. This applies to everyone. I hear now that one girl in Japan works twelve looms. What is the result? Japan is getting all our cotton trade."

### YESTERDAY'S SOLUTION

TRIPS—SMART  
AR—SATE—STEN—H  
AR—SORE—SLUR—H  
DEASANT—HUMIDOR  
SEMI—EAVES—DOWN  
LIVES—E—HELPS  
OEN—A—ANT  
JOSE—O—EMS  
APERS—N—SNIDE  
VINEGAR—SPORTED  
IT—NORM—MORANE  
E—BIDE—RATENA  
DREAMS—LEADS

# CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC  
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN  
TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Canada	Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 21
Empress of Russia	Mar. 13	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia	May 8	May 11	May 14	May 16	May 25
Empress of Japan	May 23	May 26	May 29	May 31	June 10
Empress of Asia	June 6	June 9	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 8
Empress of Russia	July 3	July 6	July 9	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27

(Call at Nagasaki the day after departure from Shanghai)  
† Calls at Honolulu on June 5. † Calls at Honolulu on May 8.

### HONG KONG—MANILA SERVICE.

Leave Hong Kong Manila

Emp. of Japan Mar. 21 Mar. 23

Emp. of Asia Apr. 2 Apr. 4

Telephones:

Passenger—20752

Freight—20042

# WORLD'S GREATEST TRAVEL SYSTEM

## BRITISH WUCHOW LINE

FEB.-MAR. SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

(1,068 tons—Capt. Trotter)

THURS. 26th FEBRUARY.

WED. 4th MARCH.

TUES. 10th MARCH.

MON. 16th MARCH.

S.S. "TAI MING"

(640 tons—Capt. W. H. Lawton.)

MARCH.

MON. 2nd MARCH.

SAT. 7th MARCH.

THURS. 12th MARCH.

For information apply to:

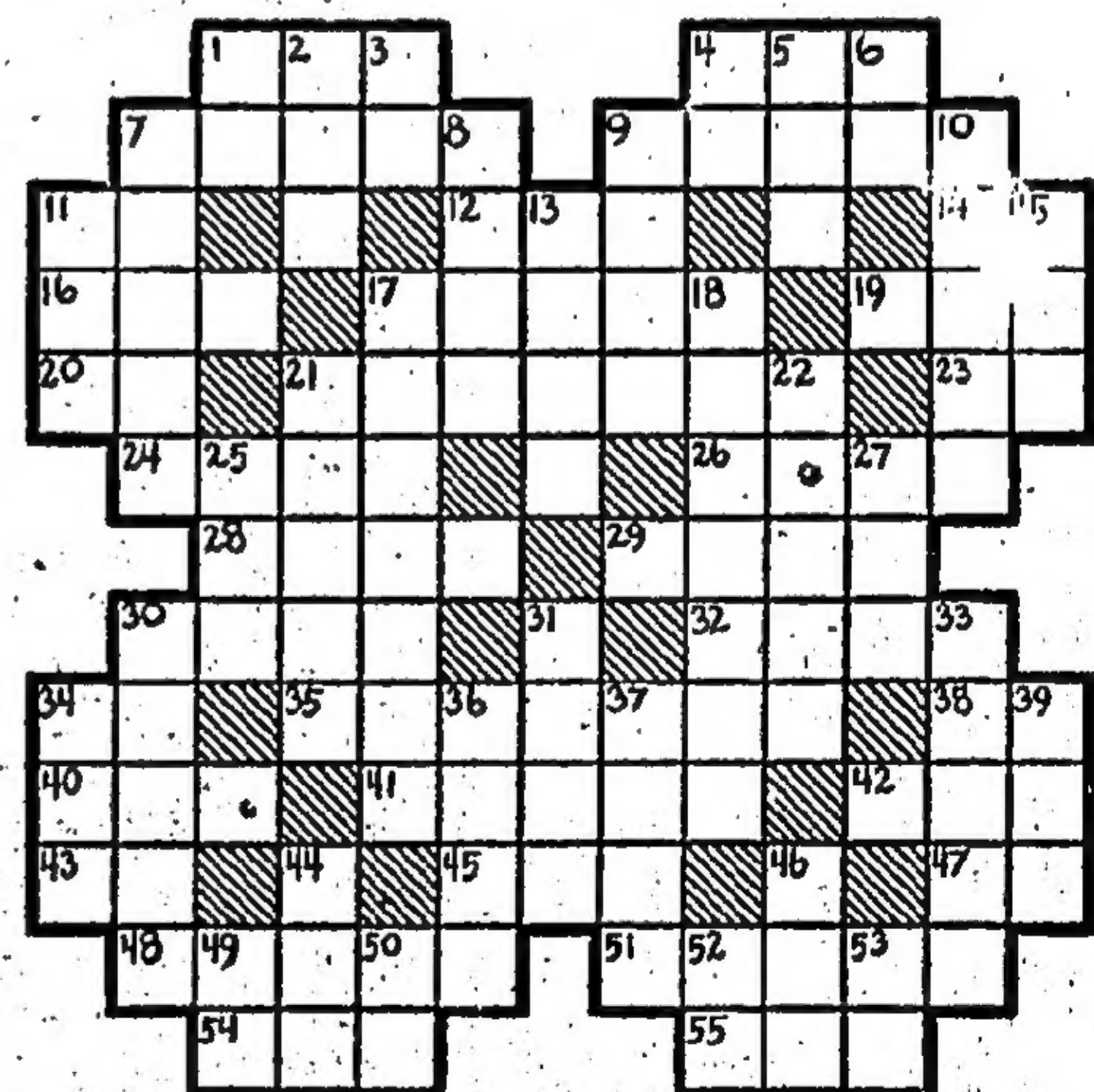
**SANG WO Co., Ltd.,**

29, Connaught Road, West.

Phone 20822.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Lair	40-Consumed	18-Female saint
4-To haul	41-Silly	19-Vessel for burning
7-A giver	42-Introd.	Incense (pl.)
9-Norse god of war	43-A continent (abbr.)	18-To feel deep regret
11-Conjunction	44-Greek letter E	21-To leave again
12-Organ of hearing	47-Musical note	22-Cover with wool
14-Plural suffix of some nouns	48-The Scandinavian people	23-A eastern State
15-Jan	51-A personage	(abbr.)
17-Desired	52-Ennere	27-Prince Edward
19-Saturate with liquid	53-In excessive degree	Island (abbr.)
20-Part of verb "to be"		30-Chief evil spirit
21-Complains		31-Conduct as a
22-Pref. From		periodical
24-Seaport in Arabia	1-Act	33-Divide
25-Explodes with a sudden noise	2-Terminate	34-Moved swiftly
26-Besides	3-Negative	35-To the sheltered
29-A drug plant	4-Towards	side
30-Bly (Scott.)	5-Lyric poem	37-A variety of chess
32-An American	6-Pronoun	38-A unit
patrician	7-A play	39-Exile
34-Egyptian sun-god	8-Harvest	40-Pref. Upward
35-Those who trade	9-A song bird	41-Akers
38-A call to excite attention	10-Wants	42-A thoroughfare
	11-Feminine name	(abbr.)
	12-Melody	43-Near
		44-Vary

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS,  
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hong Kong About	Destination
MALWA	10,980	28th Feb.	Marseilles & London.
*ALIPORE	5,273	2nd Mar.	Straits, Colombo & Bombay.
KHIVA	9,735	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KHYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	28th Mar.	Marseilles & London.
*KARMA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
RAJPUTANA	16,568	25th Apr.	Marseilles & London.
*SUDAN	—	2nd May	Mars., L'don, Hull, R'dam & A'werp.
*KALYAN	9,144	9th May	Mars., L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	8,985	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	16,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,005	4th July	Mars., L'don, Hull, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
*KHYBER	9,114	1st Aug.	Mars., L'don, Hull, R'dam & A'werp.
RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*KARMA	9,128	29th Aug.	Marseilles & London.
CATHAY	16,521	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	26th Sept.	Marseilles & London.

\* Cargo only. † Calla Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	28th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,005	4th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,764	11th Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	2nd May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	9,956	28th Feb.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	1st Mar.	
NELLORE	6,859	1st May	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of steamers to London via Suez.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

RAWALPINDI	16,619	27th Feb.	Shanghai, Kobe & Yokohama.
TILAWA	10,005	28th Feb.	Amoy, Shanghai, Moji, Kobe, Yokohama & Osaka.
*MIRZAPORE	6,716	5th Mar.	Moji & Kobe.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,764	13th Mar.	Amoy, Shanghai, Moji, Kobe & Yokohama.
KARMA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SUDAN	—	19th Mar.	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	26th Mar.	Shanghai, Kobe & Yokohama.
RAJPUTANA	16,568	27th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
NELLORE	6,859	6th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
TAKADA	6,949	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	24th Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
*KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,956	8th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,764	12th May	Amoy, Moji, Kobe & Osaka.
RANPURA	16,601	22nd May	Shanghai, Moji, Kobe & Yokohama.
EASHGAR	9,005	6th June	Shanghai, Moji, Kobe, Osaka & Y'hama.
ST. ALBANS	4,500	16th June	Shanghai, Kobe & Yokohama.
RAWALPINDI	16,619	16th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,859	6th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,568	17th July	Shanghai, Kobe & Yokohama.
KARMA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Passengers measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information: Passage, Freight, Handbooks, etc., apply to:—

## MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

## THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.

Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.

Estimates furnished on application.

Hong Kong, April 1, 1924.

## SHIPPING INDUSTRY.

### BRIGHTER OUTLOOK FOR THIS YEAR.

"The decade which ends on December 31 has been one of the most remarkable, as well as the most trying, for the shipping industry. Even now there are few real signs of the clouds lifting. Hopes of a revival must be centred in a scaling down of costs, in a breaking down of international barriers, and in the expansion of international action."

Thus Sir Arthur Sutherland, president of the Chamber of Shipping, epitomises the position of the shipping industry in an article in the Shipbuilding and Engineering number of the Glasgow Herald for 1930.

"I am pleased to know," he continues, "that confidence still remains in those responsible for the conduct of the shipping industry, and feel certain that the tide will again turn, and that, even though the prospects at the moment are so uncertain, we can surely hope and look for better trade in 1931."

## ARRIVALS OF SHIPS.

Tuesday, Feb. 24.  
Cingalese Prince, British str., 3,834 tons, Capt. P. Marshall, from Takao, buoy No. A1—Furness (Far East), Ltd.  
Kawachi Maru, Japanese str., 3,566 tons, Capt. T. Fujita, from Milke, buoy No. A2—N.Y.K.

Wednesday, Feb. 25.  
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf—O.S.K.  
Carnarvonshire, British str., 5,955 tons, Capt. Gulton, from Singapore, Kowloon Wharf—J. M. & Co.

Golden River, American str., 3,817 tons, Capt. J. W. Gellin, from Takao, Lanchuk Anchorage—States S.S. Co.

Heining, British str., 836 tons, Capt. A. H. Stewart, from Fochow, Amoy and Swatow, Douglas Wharf—Douglas & Co.

Harunasan Maru, Japanese str., 1,667 tons, Capt. R. Koga, from Milke, Yaumati Anchorage—M.B.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf—Chiu On S.S. Co.

Kiungchow, British str., 1,545 tons, Captain W. J. Larier, from Swatow, buoy No. B3—B. & S.

Kojun Maru, Japanese str., 1,305 tons, Capt. Y. Nishimoto, from Dairen, Yaumati Anchorage—D.K.K.

Konans Maru, Japanese str., 1,566 tons, Captain T. Kotake, from Lungkow, buoy No. B19—D.K.K.

Nanchang, British str., 1,488 tons, Capt. Allison, from Canton, buoy No. B8—B. & S.

Sipora Datch str., 941 tons, Capt. Bakker, from Yaumati Anchorage—J.C.J.L.

## HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 60h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (\*), when they should be subtracted from the depths.

February 26 to March 4, 1931.

DATE	HIGH WATER	LOW WATER
Feb.	1st	2nd
Thurs 26	11. 34	5. 17
Fri. 27	12. 34	6. 17
Sat. 28	13. 34	7. 17
Sun. 1	14. 34	8. 17
Mon. 2	15. 34	9. 17
Tues. 3	16. 34	10. 17
Wed. 4	17. 34	11. 17

## TYNESIDE TRADE.

### SUGGESTED TRUST TO DEVELOP INDUSTRIES.

Convened by the Lord Mayor of Newcastle, a meeting of the Mayors of Tyneside boroughs decided to seek an interview with the Prime Minister and the First Lord of the Admiralty with a view to urging the Government to expedite the placing of orders for the 1931 programme, and so give much-needed shipbuilding work to the Tyne.

The discussion, which was initiated by the Lord Mayor, ranged round the question of inducing new industries to the area, advantages of air port, and the second Cunarder, and it was intimated by Mr. Martin Connolly, of the Boilermakers' Society, that while there was no prospect of the order for the second Cunarder being placed immediately, it would eventually come to the Tyne.

Mr. Connolly also said that as the result of the depression shipyard workers were losing their skill and morale and also their nerve, and he had come across men who had been so long out of work that although they were not shirkers, they were afraid to go into a shipyard.

The Lord Mayor of Newcastle suggested that one or two industrial economists might be appointed to advise the district as to the best methods to be adopted, and that a Development Trust might be formed to finance any schemes decided upon.

## TRANS-ATLANTIC TRAVEL.

### The White Star Line Reduce Rates.

The White Star Line state that the reductions in rates of trans-Atlantic steamers announced recently will affect their mail steamers Majestic, Olympic and Homeric as follows:—

Suites which at winter rates formerly cost as much as \$518, \$306 or \$236 are now reduced to \$296, \$222 or \$162 respectively. A room with a bath formerly scheduled at \$115 may now be obtained for \$72. The minimum rates are also reduced, and in the Homeric, the world's largest twin-screw steamer, a passage may be booked as low as \$49 10s. The reductions in summer rates enable suites which formerly cost \$726, \$430 and \$330 to be secured for \$590, \$403 and \$285, respectively, whilst a room with a bath which formerly cost \$168 may be had for \$121. A round trip in one of the suites of the world's largest liner will now cost \$444 less than before the above reductions took effect.

## NAVIGATION CONGRESS.

### Forty Nations To Take Part In Venice Conference.

Rome, Feb. 5.  
The Popolo di Roma publishes a report from Venice to the effect that the committee making the arrangements for the fifth international congress on navigation, which will be held at Venice in September, has had a meeting with the town authorities. The representatives of some forty nations will take part. Signor Gentili will preside over the congress; and the King of Italy has accepted the high patronage of the same.

## TRAVEL A-O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

## BRITISH STEAMERS: CHANGTE TAIPING (SAIL)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE. ELECTRIC LAUNDRY, BARBER SHOP, EUROPEAN STEWARDS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, etc. RETURN.

LONDON (via Australia) from \$152.

(Australian Newspapers on 10/10)

STEAMER: CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

CHANGTE TAIPING, Leave Hong Kong, Leave Manila, Leave Sydney

## HONG KONG AND MACAO LINE

in Good Speed

## S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

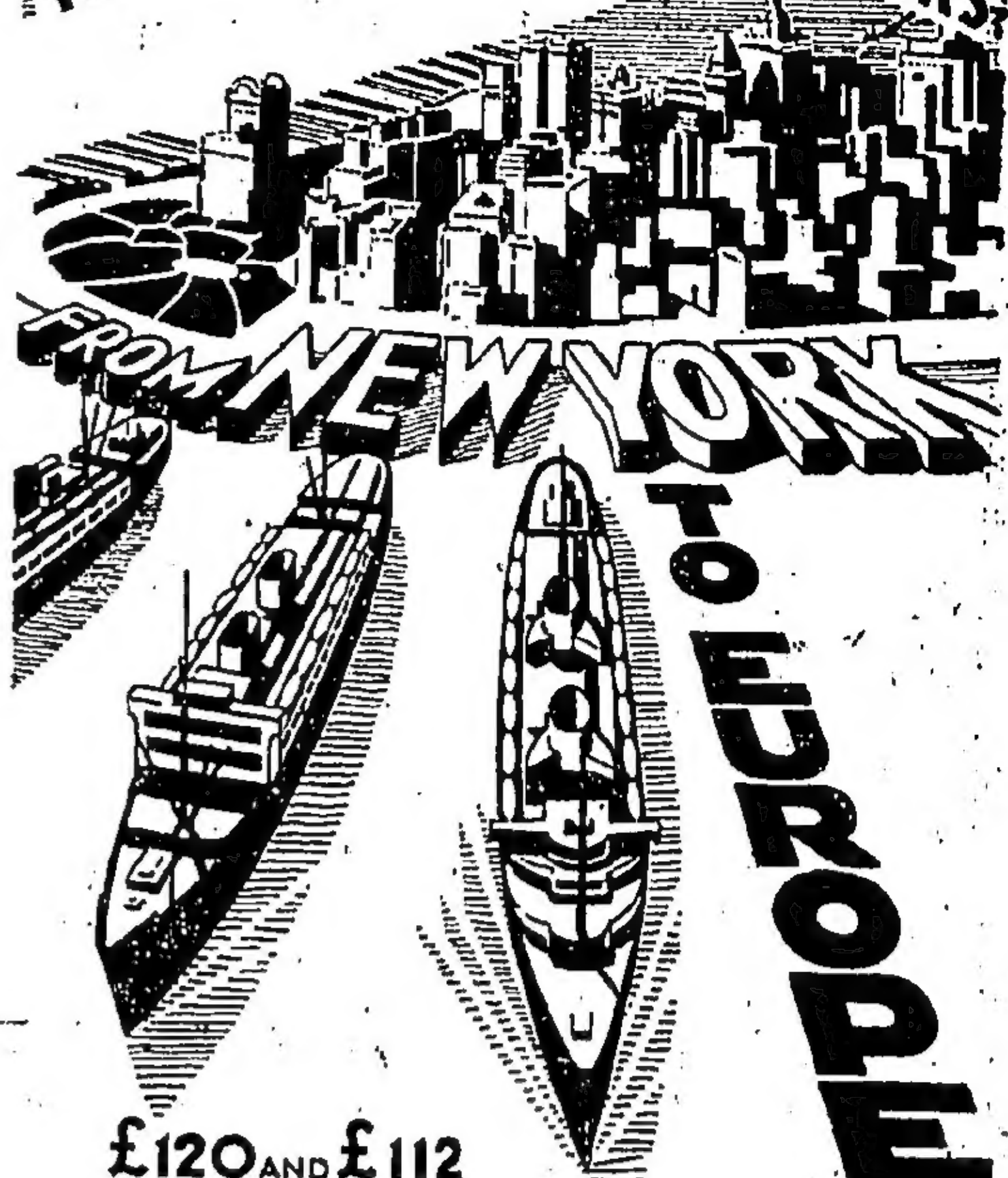
Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.  
241, Des Voeux Road C. Tel. 26061.

## THE INTERESTING WAY

### YOUR CHOICE OF STEAMERS



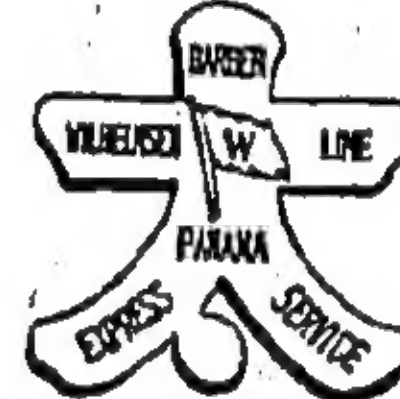
£120 AND £112

## USING PRESIDENT LINERS

ACROSS THE PACIFIC

ANY AMERICAN OR CANADIAN RAIL LINE ACROSS THE CONTINENT

## DOLLAR STEAMSHIP LINES AND AMERICAN MAIL LINE



## BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply to:—

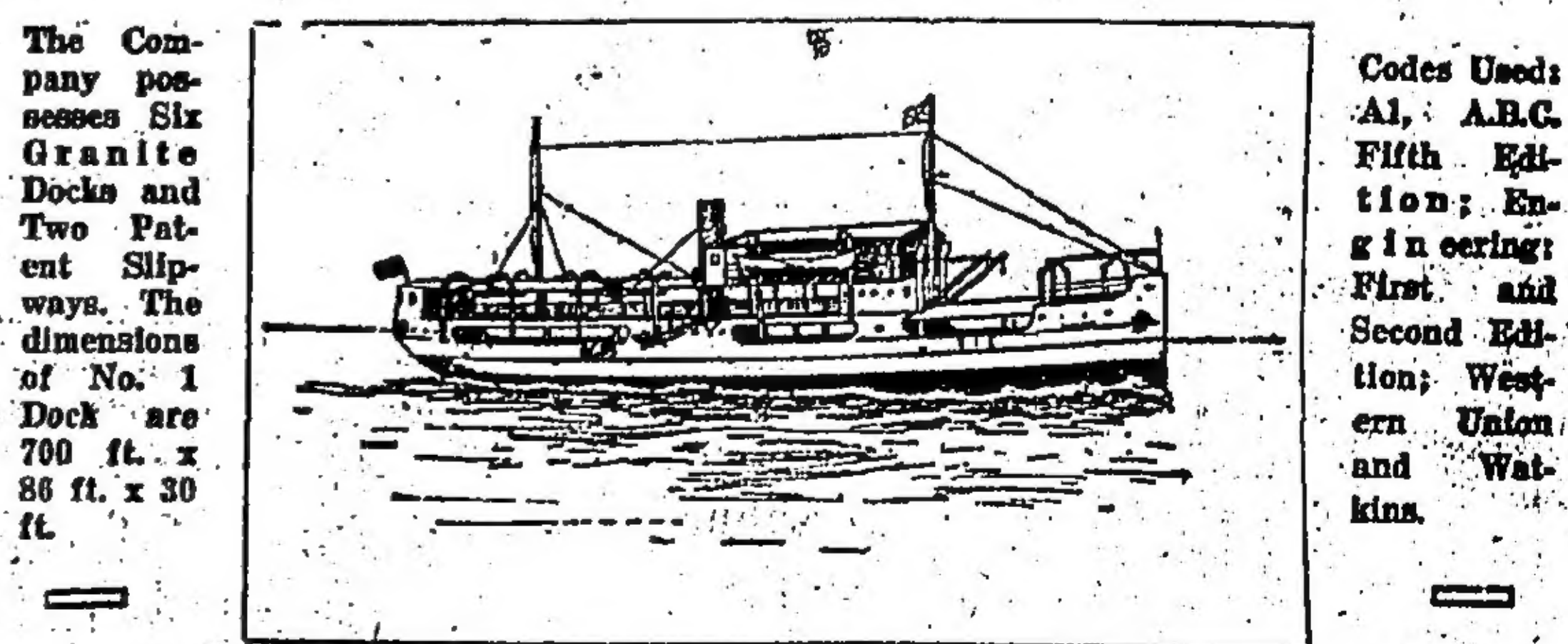
## DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28011.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.



M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P. x 28' 0" M.D. x 11' 6" M.D.; D.W. 470 tons; R.H.P. 360; Speed 10 1/2 knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



Seasonable Remedies and Preventives

**WATSON'S  
PECTORAL COUGH BALSAM**For Cough, Colds and Bronchitis  
in bottles \$1.00 and \$2.00.**MARTIN'S INFLUENZA MIXTURE**for  
Cold in the head and Catarrh \$1.25 per bottle.**WATSON'S ANTISEPTIC THROAT PASTILLES**for  
Relaxed and Sore Throat, 85 cents per tin.**WATSON'S EU-PINE INHALANT**for  
Cold in the head &c, 50 cents per bottle.**A. S. WATSON & CO., LTD.**

Established 81 Years.

AT PRESENT OUTDOOR WORK ONLY

**K. FUJIYAMA  
PHOTOGRAPHER.**NIGHT PHOTOGRAPHY & EN-  
LARGEMENTS A SPECIALITY.  
ENLARGEMENTS CAN BE MADE  
FROM ANY PHOTOGRAPH.  
NEW, OLD OR FADED.

WEDDINGS, GROUPS AND INTERIORS A FEATURE.

SPECIAL ATTENTION GIVEN TO  
DEVELOPING, PRINTING AND  
ENLARGING AMATEURS'  
PHOTOGRAPHS AT A VERY  
MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer  
in the City and better than 95 % of them

TEMPORARY OFFICE:

214, Johnston Road, Hong Kong.

**G. FALCONER & CO., (HONG KONG) LTD.**WATCHMAKERS & JEWELLERS  
DIAMOND MERCHANTS.  
Union Building (opposite G.P.O.)Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.**KAIPING COAL  
FOR ALL PURPOSES.**HOME,  
FACTORY  
AND  
BUNKERSPOWER  
HOUSE,  
TUGS &  
LOCOS**THE KAILAN MINING ADMINISTRATION.**

Head Office:—TIENTSIN.

Agents:—DODWELL &amp; CO., LTD., Hong Kong.

Correct Styles FELT HATS:—

Andrews,  
Battersby,  
Borsalino,  
Cambiaghi,  
Hardeman,  
Ward's,  
etc., etc.**THE BAKILLY CO., LTD.**

152-155, Des Voeux Road Central.

**WHITEAWAYS  
MEN'S RAINCOATS**

Fawn Single Texture Paramatta

Cloth Waterproofs. Light

weight but absolutely reliable.

Well cut. With and without

Belts.

\$27.50 to \$35.00

**THE "NICHOLSON."**

Gabardine Raincoat. Useful

also as a Light Overcoat.

Fawn and Navy. With or with-

out Belt.

\$95.00 to \$120.00.

CALL AND INSPECT  
MEN'S OUTFITTING DEPARTMENT.  
**WHITEAWAY LAIDLAW & CO., LTD.**  
HONG KONG.**The China Mail**[Every evening except Sunday.  
Annual subscription, excluding  
postage abroad, H.K. \$36, payable  
in advance. Local delivery free.]**Overland China Mail.**[The weekly edition of the "China  
Mail." Annual subscription, H.K.  
\$18 including postage \$16, pay-  
able in advance.]Published by  
**The Newspaper Enterprise, Ltd.**  
Printers & Publishers,  
No. 3A, WYNDHAM STREET,  
HONG KONG.TELEPHONE:—  
Business Office: 2022.  
Editorial Department: 2464.  
Cable Address:—Mail, Hong Kong.All communications should be  
addressed to the Newspaper En-  
terprise, Ltd., to whom all re-  
sponses should be made payable.London Offices:—S. H. Bywaters  
& Co., Ltd., 7, Garrick Street,  
London, W.C.2.

Hong Kong, Thursday, Feb. 26, 1931.

**BALANCE NEEDED.**

The need for clear thinking in industry, which was emphasised by Lieut.-Colonel R. K. Morcom, C.B.E., in his address before the Rotary Club at their weekly tiffin yesterday, is indeed a factor which would appear to be lacking in the general conduct of economic affairs. The Great War not only destroyed the balance of industry and shattered its complicated fabric, but it made the establishment of fresh standards of value imperative. The whole machinery of organisation and distribution was put out of joint and, what is more important, there was exercised a vast change in the attitude of the workers.

Instead of adapting themselves to these changed conditions, employers in a great many cases acted with the utmost caprice and refused to consider a revision of their systems and methods. The General Strike of 1926 was one of the fruits of this stubborn resistance to progress, and was a catastrophe which should never have been allowed to occur. To-day we are faced with economic crises just as grave and, if anything, employers are inclined to go to the extreme and grant concessions to labour which are out of all proportion and inevitably harmful to industry.

It is all very well for Colonel Morcom to call the industrial workers parasites, who, by claiming for cheap food, are directly "encouraging" underpayment in tea and rice-producing countries, but it is not altogether a sound argument. The industrial worker of the world is in reality the chief buying agent, since

he is in the majority, and it is his demands which regulate the importation of rice and tea, to mention two products only, from the Far East. If he clamours for cheaper prices it is only because he cannot afford to pay the present prices out of the wage he is receiving. If industry is to assist agriculture, as the speaker suggested, then the only sound and satisfactory way of achieving this is for employers of labour to increase the rate of wages.

A perfect balance between industry and agriculture may exist only in Utopia, but a reasonable level of harmony may be obtained by a careful adjustment of the rates of pay, re-organisation from within, and co-operation between the employers of industry and agriculture. It is strange that, although these two great economic factors are so inseparably interdependent, little or no efforts have been made since the introduction of industrial methods, (which, in Colonel Morcom's words, led to an "escape from the thralldom of agriculture") to devise a scale by means of which prices and wages would be balanced to the equal advantage of both.

According to the prevailing system the agricultural employer is forced to pay high prices for machinery and implements and is therefore unable to increase the wages of his employees. In preference to reduction, he may be obliged to purchase his machinery and other manufactured articles from foreign instead of British manufacturers, to the detriment and loss of British trade. Instead of revising their prices and entering the world market on a competitive scale, British manufacturers persist in clinging to the insular methods of pre-War days and are then surprised to find themselves left far behind, with lowered profits, and outwitted by foreign competitors even in British Colonies and the Dominions.

It is elementary economics to realise that if British goods were placed on the market at cheaper rates they would soon find buyers who at present cannot afford to pay the prevailing rates, but who infinitely prefer British to foreign-manufactured articles. The ensuing increase in profits would enable employers to pay a higher rate of wages to their employees, who, in turn, would benefit the agricultural worker by reason of their increased spending powers. If there is a need for clear thinking it obviously lies to a considerable extent with the British manufacturer.

**News in Brief.**

Three cases of typhoid fever were notified yesterday, all being Chinese.

On Monday, Tuesday, and Wednesday the Banks will open at 9.30 a.m. and close at noon.

The lowest open air temperature yesterday was 56 degrees. The humidity was 70 at 4 p.m. and 73 at 10 p.m.

Having accidentally fallen down the staircase at 35, Canton Road yesterday, Fung Hin (33) a godown keeper, was removed to the Kwong Wah Hospital suffering from injuries to his head.

"If I catch you spitting in my Court again I'll fine you \$5" said Mr. Hamilton at the Kowloon Magistracy this morning when a Chinese was reprimanded for indulging in that disgusting habit.

A concert of instrumental music organised by Mr. Harry Ore, will be given in the Helena May Institute on Thursday, March 5, at 5.30 p.m. If teas are wanted, please book from Matron 22160.

To-day Li Leung and Liu Sheung were jointly charged in the Kowloon Court with keeping a gambling house in Kowloon City. The first defendant was fined \$25 or one month's jail and the other \$10 or two weeks' jail. Five members of the "gambling school" were fined \$2 each, and seven absentees had their bail of \$3 estreated.

Four men and a woman appeared in the Kowloon Court yesterday afternoon charged with the armed robbery that took place at 20, Cheung On Street, Kowloon City, on February 9. The affair was well planned, one of the participants making several calls on the pretext of being a friend of the family, before the actual robbery took place. The hearing was adjourned.

The annual Health Campaign under the auspices of the Chinese Y.M.C.A., the Chinese Medical Association, and the Chinese Y.M.C.A. will begin on Saturday, at 7.30 p.m. At the opening meeting the chair will be taken by Dr. F. I. Tsung, addresses will be given by Professor W. I. Gerrard and Mr. T. N. Chau. The Campaign will be conducted at the Chinese Y.M.C.A., Bridges Street where lectures will be given throughout the week.

**POOR VINTAGE YEAR****1930 WILL HAVE LITTLE PLACE IN WINE LISTS.**

With the solitary exception of Spain, all the wine-producing countries of Western Europe report poor crops, and so far as vintage wines are concerned, 1930 will find little place in the wine lists of future years.

Owing to the bad weather which prevailed in the majority of districts where grapes are grown, the quantity of wine produced is well below the average, and in most cases the quality also is not up to the required standard. As a result, it is expected that prices will be raised, particularly in the case of clarets, for which 1930 was an unusually poor year.

The wet weather extended as far south as Spain, and in the Jerez district the quantity of sherry is unfavourable. The three wines are produced in the clay district, and the quality of sherry obtained there is regarded as very good.

Except for comparatively small quantities, such as that recently sampled by the Prince of Wales at the Spanish Club in London, sherry is not shipped and bottled as a vintage wine. Instead, it is placed with the produce of previous years of the same grade, and from this the wines are obtained for the market.

As a consequence, the good wine secured this year will improve the blend, and this fact is welcomed both by the shippers in Spain and importers here owing to the increased demand in England, where sherry is regaining its former popularity.

**NEW BABY CARS.**

The motoring correspondents of the London newspapers feature the trial of the \$100 two-seater "baby" cars from the Morris works, which will be marketed in the New Year. They declare they do 55 miles an hour, and have a normal cruising speed of 40 miles per hour. The cars are remarkable for their road-holding, hill-climbing, braking power, and acceleration qualities and they can be easily lifted by two persons. The critics declare that they will revolutionise motoring.

**ST. MARY'S SCHOOL  
PROGRESS.****Marked Development in  
Kowloon.****POPULAR WITH PUPILS.**

At the private distribution of prizes in St. Mary's School, Kowloon, yesterday, the following report by the head mistress was read:—

The year 1930 has marked another phase in the development of our School. It is evident, St. Mary's becomes known more and more from the ever increasing number of pupils who ask for admission.

Particularly flourishing are the Infant Classes where so very many little men and women are passing busy and happy days filled up with an interesting succession of work, play and song. The Special Class for Chinese girls is also on the increase. For the time being, a temporary building has been provided to accommodate this section of the School, upon which so many hopes are resting. We would wish that St. Mary's were swarming with Chinese girls, they prove such willing pupils, and those who this year and last year obtained the Senior Certificate are now gaining their living in good situations.

The results of the University examinations were another great source of gratification. The joy was complete; not a single note of disappointment marred the day, so anxiously expected by pupils and families, for all the Seniors and all the Juniors had obtained promotion and there was a most encouraging number of Distinctions; for this and all other blessings we thank Providence.

The activities of the School were not only confined to studying lessons and writing tasks, but included a little Bazaar and occasional theatrical displays which were enjoyed as much by the tiny actors as by the spectators; the little ones on the stage are always a great attraction.

Inspector's Remarks.  
The School was inspected in October by Mr. A. R. Sutherland, M.A., Inspector of English Schools, and his report is very favourable. I may quote from it literally:—

"Discipline is excellent. I spent a whole day at the school and visited each class in turn. Singing in the Kindergarten was as usual very good. In the other classes I heard Reading and Recitation, set Dictation tests and asked questions on school subjects and inspected all written work. Reading and Recitation are very good. The written work including Arithmetic was neatly set out and carefully corrected. The written Dictation tests were very well done. Drawing is well taught. Mrs. Sutherland inspected the sewing and was impressed by the excellence and utility of the work shown.

The School is very efficient.

New Building.

The Sisters wish to tender to Mr. and Mrs. de Martin their most heartfelt thanks for their having honoured us by presiding over this homely ceremony. Their presence, so dear and yet so rare owing to the great occupations of Mr. de Martin as Director of Education, is a real joy to the Staff and scholars who all know, and are proud of the fact, that Mr. and Mrs. de Martin are friends of St. Mary's. We hope that next year, (the architect says this September) we shall be able to welcome you again when the new building, with its assembly hall will be inaugurated, thus opening for St. Mary's another more spacious page.

**LIST OF PRIZE WINNERS.**

Pureza d'Eca—Winner of His Lordship Bishop Valtorta's Special Prize for Biblical Knowledge.  
Edith Li—Winner of the Lugard Scholarship for the years 1931-32.  
Senior Certificates:—Pureza d'Eca (Dist. in English and Biblical Knowledge); Aurea Remedios (Dist. in Biblical Knowledge); Joyce Kor (Dist. in Biblical Knowledge); Lucy Jorge (Dist. in Biblical Knowledge); Edriz d'Aquino, Helena da Silva, Lily Tsang, Juliana Pereira, Amina Abdullah, Lizette Koo, Thelma Rosario.  
Junior Certificates:—Gloria d'Almada (Dist. in English, History and Biblical Knowledge); Sarah Abdullah (Dist. in History and Biblical Knowledge); Alice Remedios (Dist. in Biblical Knowledge); Elsa Belita (Dist. in Biblical Knowledge); Carmen Pereira (Dist. in Biblical Knowledge); Olga Ribeiro (Dist. in Biblical Knowledge); Rita Xavier (Dist. in Biblical Knowledge); Guilhermina d'Aquino, Nellie Lau, Elsa Silva.  
Class 2:—1st, Edith Li.  
Class 3:—1st, Betty Pestoni; 2nd, Rosaline Tsang.  
Class 4:—1st, Lily Chiu; 2nd, Lillian Tse.  
Class 5:—1st, Imeria Ozeio; 2nd, Mary Kor; 3rd, Kate Leong.  
Class 6:—1st, Lolita Yvanovich; 2nd, Maria Ozeio; 3rd, Joyce Leong; 4th, Luisa Suen.  
Class 8:—1st, Mary Agon; 2nd, Betty Remedios; 3rd, Blanche Remedios.

Class 9:—1st, Phyllis Leong; 2nd, Jessy Kor; 3rd, Pansy Leo.  
Class 10:—1st, Helen Lam; 2nd, Mille Leong; 3rd, Cynthia Rosario; 4th, Celeste Marques.  
Class 10b:—1st, Celeste Azevedo; 2nd, Geraldine Garcia; 3rd, Terry Lau; 4th, Mario Rosario; 5th, Phyllis Pereira.  
Dr. Gomez Scholarships for Good Conduct, Punctuality and Attendance:—Helen da Silva, Amina Abdullah, Sarah Abdullah, Carmen Pereira, Gwendoline Lam, Cecilia Chong, Marie Pereira, Marie Wang, Georgia Fernandez, Irene da Silva, Lily Chiu, Milda Osmund, Mabel Suen, Beatrice Lau, Margie Maxwell, Elvie Sequeira, Elsa Gutierrez and Mary Agon.  
Portuguese: Class A:—Irene Silva, 1st Prize; Adeline Xavier, 2nd Prize; Class B:—Hilda Antonio, 1st Prize; C. Remedios, 2nd Prize.  
Application:—C. Osmund, Aida Silva.

**A.D.C.****"ART AND MRS.  
BOTTLE."**

(Contributed).

An article recently appeared in the Press dealing with the forthcoming production of the A.D.C. which, I venture to think, presented a somewhat unfair picture of the general trend of the play. As one definitely interested in the A. D. C. and all its productions, (and not being a member of the cast) I feel constrained to lay before the public what I consider to be a fair view of the play. There are, it is true, certain Rabelaisian touches. But the writer of the former article has to my mind dwelt unduly upon them. A touch of bitterness in a glass of gin is an excellent thing; but, in extolling the delightful aperitif which is so justly popular not only with the Silent Service but also with the shore-loafer, one would not speak or write as if it consisted of nothing but a glass of angostura—or orange as the case may be.

To my mind the said Rabelaisian touches are introduced into the play as a momentary relief from the psychological analysis of each of the several characters; very much, indeed, as Shakespeare introduced the grave-diggers' scene in Hamlet as a momentary relief from tragedy past, and to intensify tragedy to come.

The interest of "Art and Mrs. Bottle" to my thinking lies in the gradual working out of the character of Judy Bottle in view of the revelations of the past of that abominable cad, her about-to-be artist keeper. In contrast the attitude of the model vis-a-vis Judy's respectable artist brother is most interesting. While as a background you have the dull but honest and straightforward character of Mr. Bottle who is a grown-up edition of the young man—

"Who thinks Suburban hops  
More fun than Monday Pops,  
Who's fond of his dinner  
And doesn't grow thinner  
On bottled beer and chops."  
The unrivalling of the characters as portrayed by the various players promises to be most interesting. I strongly advise all who go to read the play in advance. Personally I hope the production will enable me to make up my mind as to whether Judy or her mother, more deserved whipping through the streets at a cart's tail.

**LOVE TRAGEDY.****ARTIST'S MODEL AND ACTOR'S  
MARRIAGE.**

Miss Mary Helen Chaddock, aged 27, an artists' model and the daughter of Major Chaddock, a retired Army officer, of King Edward's mansions, Fulham, was found dead on a pile of cushions near a gas oven at her home.

"For several months my daughter had been moody and depressed over a love affair," said her father in an interview. "She fell in love with an actor, but about 14 months ago she read in a newspaper that he had sailed for America to fulfil a contract. This upset her terribly, but it was little compared with the shock she received recently when she read another paragraph to the effect that the actor had married in New York."

"She was the friend of many well-known artists, and was known affectionately as 'Mollie' to art students all over London and in the provinces," he said. "The best known picture of which she was the subject was Miss Saville's Academy picture 'Black Brads'. Besides appearing in Academy paintings, my daughter has posed for innumerable posters and magazine illustrations."

**Ten Years Ago.**

[From the "China Mail" of February 26, 1921.]

To-day's dollar is worth 2/5 1/2.

The official Police report gives the total number of casualties in the Hot-Sanz cracker factory explosion as 58, of whom 29 are dead.



## MR. C. D. MELBOURNE

## PRESENTATION BY THE LEGAL PROFESSION.

## A POPULAR OFFICER.

Mr. C. D. Melbourne, retiring Registrar of the Supreme Court, was the recipient of a silver salver, inscribed with 61 names, at a pleasant little function in the Court yesterday.

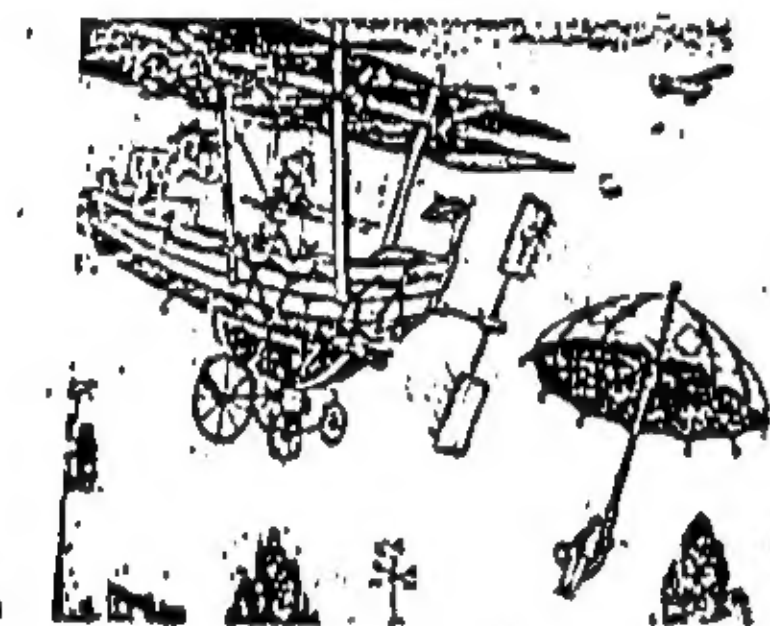
The presentation was made by the Acting Chief Justice, (Mr. Justice Wood), and all branches of the legal profession were represented.

The Chief Justice, prior to presenting the salver, welcomed the Attorney-General, the Hon. Mr. C. G. Alabaster, on the confirmation of his appointment. He also expressed the regret of Mr. J. Scott Harston for his inability to attend. The history of the Court, and, in fact, one might almost say the history of the Colony, was bound up for many years with Mr. Melbourne, said His Lordship. He would leave here with everything on the credit side. He was handing over the good-will of the Registry imbued with the spirit of his own good humour, and with good relations between the profession and Court Officers firmly established. They would all wish him the very best of fortune in the years ahead. (Applause)

## Career in Hong Kong.

The Attorney-General, speaking on behalf of his fellow brethren at the Bar, in association with Mr. Brutton, said that Mr. Melbourne was called to the Bar at the Inner Temple in November, 1890, and was admitted to practice in Victoria, Australia, in the following year. He was admitted to practice in Hong Kong in 1895, and joined the Government service in 1900, serving during that period, in practically every capacity except that of Law Officer.

Mr. Alabaster continued that Mr. Melbourne had served with charm and distinction and had gained their affection. It would be a big wrench to part from him but they had the consolation of knowing that they could see him



"There's a man going down in a parachute."  
"Good. I'll see if I can knock him—it's seldom I get a crack at a pedestrian."—Aussie, Sydney.

when they themselves, went home. Speaking on behalf of the Law Society, Mr. Hall Brutton endorsed all that had been said and added that they felt they were losing a sincere friend. They would miss his generosity, courtesy and humour, and hoped that they would be able to see him again some day.

## Mr. Melbourne's Reply.

In reply, Mr. Melbourne said that he was unable properly to express his thanks without using stereotyped platitudes, and he would say no more than to thank them very much for the honour they had done him in making such a handsome present. He added that he hoped when any of them were at home they would look him up.

## FATHER TIERNEY.

## BANDITS THREAT TO KILL MISSIONARY.

## BRITISH INTERSESSION.

Peking, Yesterday. Grave news has been received regarding Father Tierney, whose captors are seriously threatening to kill him if the ransom they demand is not paid in a very short while.

The British authorities continue to make very strong representations to the Central and Provincial Governments on the subject.

(The Very Rev. C. Tierney, is the Superior of the Irish Mission of St. Columban. He was captured by Communist bandits at Kienchang, 80 miles south east of Nanchang, on November 19 last.)

## YOUNG ASSASSIN.

## ATTEMPTS TO SHOOT PRESIDENT.

## DURING A SPEECH.

Havana, Yesterday. A second attempt to assassinate President Machado failed yesterday afternoon, when the police seized a youth who was drawing a revolver. In order to shoot at Machado while he was speaking at the dedication of the new Capitol. Reuter's American Service.

## LADIES' RECREATION CLUB.

(Continued from Page 1.)

four to serve on this Committee. She suggested that Dr. Montgomery should be asked to serve and he should be given power to choose one or two others to work with him. The President also paid a tribute to Dr. Montgomery's services during the past year, stating that he did a tremendous amount of work.

The meeting agreed to the President's proposal.

## Increasing Subscriptions.

The President then addressed the meeting on the matter of increasing subscriptions. She said that in view of the deficit in last year's working and the fact that there still remained repairs which were necessary to keep the Club in good condition an increase in subscriptions was justifiable. She pointed out that all prices had gone up, including the price of nets and posts. Two courts were re-netted during the past year, and there were two others which needed re-netting badly, to say nothing about screens and posts for these courts.

Mrs. Etherington then proposed an increase of 25 per cent. on ordinary subscriptions and subscribing members' subscriptions. Where a member now paid \$16 the new subscription would be \$20. In the case of husband and wife the subscription would be raised from \$24 to \$30. The increase for temporary members should be only from \$9 to \$10, the President commenting that there were few of these. The increase, she proposed, should not apply to Naval members or the sons of members whose parents would pay increase on their fees. She suggested that the proposed increase come into force as from July 1, 1931.

An amendment was proposed to make the increase effective as from January 1, 1932, and when this was put to the meeting it was carried by a majority of 8 to 3 votes.

## Dearer Tea.

The next matter discussed by the meeting was increase in the price of tea, the President remarking that, like everything else at the Club, the price of tea was extraordinarily cheap—only 20 cents. As the Club had now to pay more for food, she suggested that the price of tea be raised to 40 cents which was a reasonable price which could be asked for anywhere.

After some discussion on this matter, another proposal to raise the price of teas from 20 to 30 cents was carried by 7 to 4 votes.

## Visitors' Fees.

The suggestion was also made by the President to increase visitors' fees. She suggested that visitors should be required to pay 50 cents for the privilege of playing on the courts and they should pay 30 cents for tea instead of having it included in the present fee of 50 cents. She commented that this was reasonable as the majority of other Clubs were charging \$1 for visitors, exclusive of teas.

A counter proposal was made to increase visitors' fees to 75 cents including tea, but no one voted for it.

The President's proposal was, after some discussion, put to the meeting and carried by 7 to 4 votes.

## Control of Drinks.

There followed some discussion of taking the drinks out of the hands of the Club "boys" as a means of getting added revenue.

The President pointed out that that would mean raising the "boys'" wages, and then there would be the difficulty of keeping check on drinks in the absence of chits, and if a drinks book were kept it would mean more work for the treasurer, who already had plenty of work to do checking the other books at present kept at the Club. Treasurers were difficult to get, the President commented, and they should not put more work on the person who undertook the responsibility.

It was decided by the meeting to leave the question of control of drinks to the consideration of the new committee.

The meeting terminated with the President thanking the Committee for their support during the past year, and voters of thanks to the President, Hon. Secretary, and Hon. Treasurer, these being received with applause.

## PEACEMAKER ASSAULTED.

Owing to the complaint being in hospital, the case against Pashwar Singh, a private watchman, employed by the Green Island Cement Company, was remanded at the Kowloon Magistracy to-day.

The defendant is charged with assaulting an Indian constable, Mohamed Bux, and obstructing him in the execution of his duty at Hungnam yesterday.

It was alleged that the accused was slightly intoxicated, and was chasing two other Indians in Chatham Road. The constable intervened and it was further alleged, the defendant struck him several times, causing a nasty wound on the forehead, and loosening two of his teeth. Bail of \$250 was allowed.

## MYSTERY RAYS FROM ROOTS.

## Co-operation Among Actively Growing Cells.

Cleveland, O., Jan. 14.

A device so sensitive that it can detect the hidden light from a match a dozen feet away was reported here by Dr. Otto Glasser and Dr. V. B. Seltz, of the Cleveland Clinic Foundation.

The device is used to study the mysterious rays given off by roots and other parts of living plants. These rays have been among the most troublesome of all recent objects of research. Many scientists still refused to believe that they exist. But evidence is accumulating that actively growing cells in plants give off some kind of radiation that falls on other cells and provokes them into dividing and growing. Thus the cells in any region of growth give encouragement to each other.

## Detection and Measurement.

Previous experimenters have confined themselves to testing these radiations with growing cells, comparing them with other cells not exposed to such radiations and measuring the difference in growth rapidly. But the two Cleveland physicists wanted to get an actual physical instrument that could detect and measure the rays.

They built a vacuum cell, containing a metal tube in which the roots with various metals which set up an electric current when any kind of radiation, whether visible or invisible, falls on them. They then connected the electric terminals to an amplifier similar to a radio set, converting the amplified current into sound. With this apparatus it is possible to hear the effects of growth expressed as anything from a rattle to a roar.

## Rattlesnake Poison.

Rattlesnake poison and how it acts has been the subject of a series of dramatic experiments by Dr. J. Marcovitz, Dr. H. E. Essex and Dr. F. C. Mann of the Mayo Foundation. They found that animals that have recovered from rattlesnake poison are immune for several months thereafter. The immunity seems to reside in the blood fluid, rather than in the blood corpuscles; for blood corpuscles separated from the fluid will swell up when exposed to the venom, but if left in the fluid they are protected.

In the course of researches on the much-debated question of just what is the best rattlesnake bite cure, Prof. Albert M. Reese of the University of West Virginia discovered that rats are much more resistant to the poison than are men.

## Land Loving Fish.

Fish that come ashore to keep from drowning were described by Prof. A. S. Pearce of Duke University. There are a number of species of fish in the warm waters of the Oriental tropics that spend much of their lives ashore, and even climb up on low bushes at the water's edge. Prof. Pearce is of the opinion that they come out of the water because the warmth and the swarming animal life in it take out all available oxygen. The fish develop a sac-like lung adapted for breathing air.—United Press.

## AIR AWARDS.

## WORLD LEAGUE TO PRESENT TROPHIES.

## MEDAL FOR MRS. BRUCE.

## Paris, Yesterday.

The International League of Airmen has made awards which include the following:—

National trophies to Major Kingsford Smith and Captain Barnard.

A woman aviator's trophy to Miss Amy Johnson.

Medals of honour to Mrs. Victor Bruce, the Duchess of Bedford, Mlle. Hiltz (for her Paris-Saigon flight), Mrs. Lindbergh and Mme. Bastie (for her world record duration flight of 37 hours, 55 minutes).

Dirigible trophy to Dr. Eckener, of Graf Zeppelin fame.—Reuter.

## PERU REVOLT.

## REBELS ESTABLISH A GOVERNMENT.

New York, Yesterday. A message from Lima states that the Southern rebels have established their own government. Troops at Cuzco have joined them.—Reuter's American Service.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL.

## Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow—Whist Drive Helena May Institute, Kowloon, 8.45 p.m.

To-morrow—Farwell Dinner to British Economic Mission, Peninsula Hotel.

Saturday—Eliot Hall annual concert and dance, 8 p.m.

Saturday—St. David's Society Dinner, Lane Crawford's.

Saturday—Craigengower Cricket Club Dance.

Saturday—R. A. O. C. Dance.

March 5—R.A.O.B. Regalia Dance, Carrison Lecture Hall.

March 20—Yorkshire Society Dinner.

## Entertainments.

To-day—Queen's Theatre.

"Blackmail." Central Theatre.

"True to the Navy." Theatre.

To-day—Majestic Theatre.

"Vagabond King." Theatre.

To-day—Star Theatre.

"Ben-Hur." Theatre.

To-day—World Theatre.

"Hung Lin Tai" (Chinese picture).

To-morrow—Song Recital (Miss M. Gomes), Helena May Institute, 5.30 p.m.

March 7, 10, 13, 14—"Art & Mrs. Bottle" by A.D.C., Theatre Royal, 9.15 p.m.

Home Mail.

To-day—Inward from Europe via Siberia (Tokio Maru); from Europe via Suez (Rawalpindi).

To-morrow—Inward from Europe via Siberia (President Cleveland); Outward for Europe via Siberia (Rawalpindi), 10.30 a.m.

Sports.

See Diary on page 8.

Meetings.

To-morrow—Hong Kong Tramways, Jardine, Matheson & Co's Office, noon.

Saturday—Hong Kong & Shanghai Banking Corporation, City Hall, 11.30 a.m.

March 5—H.K. Canton, Macao Steamboat Co., Ltd., Queen's Building, 11 a.m.

March 11—Hong Kong Telephone Co., Ltd., Exchange Building (2nd floor), 11.30 a.m.

March 18—Green Island Cement Co., Exchange Building, 11.30 a.m.

April 16—Hong Kong & Shanghai Hotels Ltd., Exchange Building, 11.30 a.m.

## RADIO

## TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

5-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

5-5.49 p.m.—Variety.

Orchestral—Wedding of the Painted Doll, De Groot & His Orchestra (3971).

Humorous Song—The Clatter of the Clogs, Gracie Fields (3415).

Chorus—Fire Down Below, b. Hullabaloo Balay, Joan Goss & Male Quartet (2420).

Dialogue—The Bullfighter, John Henry and Gladys Horridge (3484).

Song—The Pirate, Sir Harry Lauder, Baritone (1434).

Humorous Song—You Can't Kill Fitch by Scratching Them, Gracie Fields (3383).

Chorus—Sea Songs, Nautical Male Chorus (1774).

Pianoforte Solo—Wake Up and Dream Medley, Carroll Gibbons (3031).

Humorous Song—Sound Berrings, Will Kings (3101).

Monologue—A Cockney Girl at the Cinema, Wish Wynne (3540).

Song—Woman aviator's trophy to Miss Amy Johnson, Paul Robeson, Bass (3033).

5.49-6.15 p.m.—Hand Music.

The Bells of St. Mark (Brynner), Semper Fidelis March (Sousa).

The Band of H.M. Coldstream Guards (2647).

Suite Française (Foulds), The Band of H.M. Coldstream Guards (2647).

Marche Aux Flambeaux (Meyerbeer), The Band of H.M. Coldstream Guards (1743).

6.15-6.45 p.m.—European Children's Programme from the Studio.

6.45-7 p.m.—Organ Solos.

The Swan (Saint Saens), Marcel Dupre (518).

Value Mystereuse (Mozart), Armand Maestri (3069).

Chaise Flyre (Goss), Reginald Goss-Custard, F.R.C.O. (2376).

Shepherd's Lullaby (Newell), F. Rawnsley, F.R.C.O.

7 p.m.—Stack Questions.

7.30-7.45 p.m.—A Concert.

8-8.15 p.m.—A Concert.

8.15-8.30 p.m.—A Concert.

8.30-8.45 p.m.—A Concert.

8.45-9 p.m.—A Concert.

9-9.15 p.m.—A Concert.

9.15-9.30 p.m.—A Concert.

9.30-9.45 p.m.—A Concert.

9.45-10 p.m.—A Concert.

10-10.15 p.m.—A Concert.

10.15-10.30 p.m.—A Concert.

10.30-10.45 p.m.—A Concert.

10.45-11 p.m.—A Concert.

## NEW ADVERTISEMENTS.

## THE HONG KONG &amp; SHANGHAI HOTELS, LIMITED.

(Incorporated in Hong Kong.)

## NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY MEETING of Shareholders of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on THURSDAY, the 16th day of April, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1930, confirming the appointment of a Director and re-electing a Director and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 1st April, 1931, until THURSDAY, the 16th April, 1931, both days inclusive.

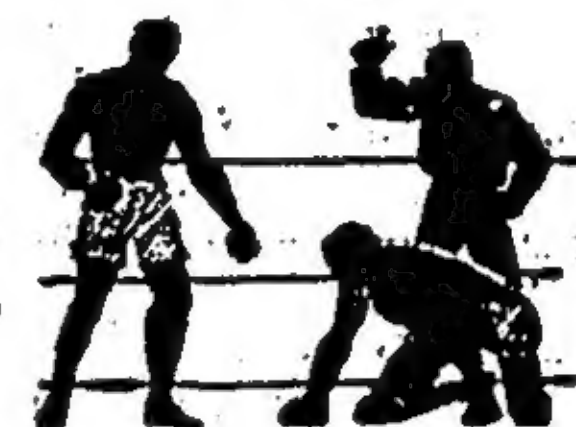
By Order of the Board,

F. C. BARRY,

Secretary.

Hong Kong, 25th Feb., 1931.

## BOXING



## THEATRE ROYAL

Thursday, March 5, at 9.15.

## MAIN EVENT

15 Rounds Contest for Middleweight Championship of the Colony and Belt

Between

JOCK CRICHTON,

SHANGHAI

Welter Weight Champion of the Colony,

and

A. B. EWIN,

H.M.S. KENT,

Middle Weight Champion of the Colony

Imperial Services Middleweight Champion 1925 and 1928.

Booking at Moutrie's:—

For Members of the Hong Kong Boxing Association on MONDAY and TUESDAY, March 2 and 3.

General Public: WEDNESDAY and THURSDAY, March 4 and 5.

RINGSIDE SEATS \$5.50.

OTHERS \$3.30 and \$1.10.

INCLUDING TAX.

Already is Ever Young (Monckton), Winnie Melville, Soprano (3282).

Violin Solo—La Sorellata (Angel's Serenade) (Braga), Marjorie Hayward (2534).

Song—The Gay Highway (Drummond), The Vagabond (Vaughan Williams), Peter Dawson, Bass-Baritone (2297).

Piano Solo—Rustle of Spring (Sinding), Le Jot d'Eau (Sydney Smith), Una Bourns (2141).

Song—Vallée of Laughter (Sanderson), Mavis Bennet, Soprano (2372).

Trio—Humoresque (Dvorak), The Venetian Trio (2394).

Song—Little Lady of the Moon (Coates), Sydney Gilham, Tenor (2742).

7.37-8 p.m.—Musical Comedy.

Clowns in Clover—Selections, The New Mayfair Orchestra.

Duet—The Chocolate Soldier, Winnie Melville and Derek Oldham (1502).

C. B. Cochran's 1830 Revue—Vocal Gems.

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

## THEODORE'S PLAN.

## CREATION OF CREDITS OF \$25,000,000.

## NO AGREEMENT.

Melbourne, Yesterday.

Mr. Theodore has produced a new plan for the financial rehabilitation of Australia.

It is understood that it provides for the creation of credits of \$25,000,000 by the Commonwealth Bank.

The Premier's Conference, discussing the plan, has adjourned without any agreement being reached.—Reuter.

## HUMOROUS RECORDS

Columbia Records

DX169—A Music Hall Trial Turn ..... Sketch.  
DX107—Daff Sandy ..... Will Fyfe.  
DX 28—The Coffee Stall Keeper ... Billy Bennett.  
9592—A Few Drinks ..... Leslie Henson.  
9468—Sailing Up the Clyde ..... Will Fyfe.  
9108—The Engineer ..... Will Fyfe.

## THE ANDERSON MUSIC CO., LTD.

## SPRING MEETING

## MEMBERS' TIFFIN BOXES.

We are prepared to deliver Wines, Spirits, Mineral Waters, etc., to Private Boxes daily during the forthcoming Annual Meeting.

All unconsumed stock will be collected free of charge and allowed for in full at the end of the meeting.

## CALDBECK, MACGREGOR &amp; CO., LTD.

(Incorporated under the Companies Ordinance of Hong Kong).  
Prince's Building, Ice House Street, Hong Kong.  
Tel. 20075.

## FOR

## HEALTH AND INVIGORATION

## DRINK ONLY



## KEEP FIT!

WE HAVE JUST RECEIVED NEW STOCKS  
OF SPECIAL TRAINING

## EQUIPMENT

INCLUDING  
PUNCH BALLS ON STAND  
WITH SPRING BASE  
\$145.  
PUNCH BALLS ON ROUND  
CAST IRON BASE  
\$110.  
FLOOR, TO CEILING BALLS  
\$60.

BOXING GLOVES.  
PUNCH BALL GLOVES  
& MITTS.  
MEDICINE BALLS.

SANDOW'S COMBINED  
DEVELOPERS.

"ERNEST BARRY"  
SCULLING MACHINES  
\$250.

LANE, CRAWFORD, LTD.

SPORTS DEPT.

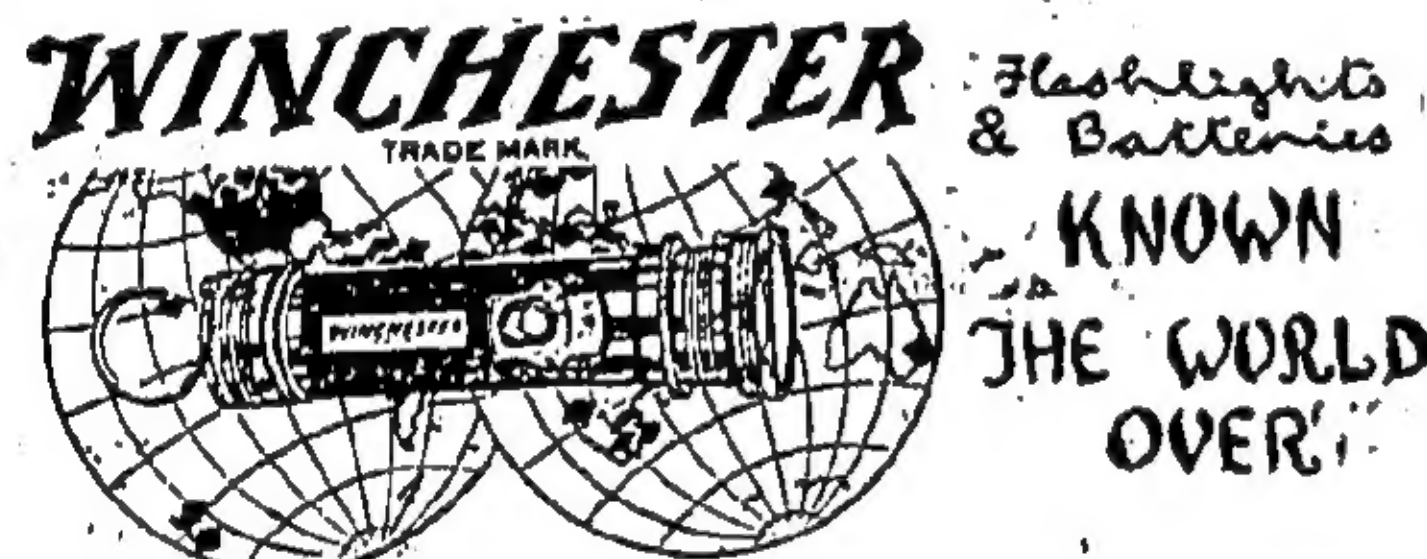
## GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg.

Corner of Des Voeux Road C. and Charter Road.

LINENS, LINGERIE, PYJAMAS, GIFTS,  
NOVELTY JEWELLERY, ETC.

HONG KONG SHANGHAI MANILA.



Distributors:

WAH MEI ELECTRIC CO.

135, Des Voeux Road, C., Hong Kong

Telephone 23792.

TYPE also is

"PART OF THE PICTURE"

BEAUTIFUL  
PRINTING -

OUR business folders,  
announcements and  
printing of all sorts will be  
more resultful if typographically more expressive  
of the nature of your business.

We have not only the  
standard types but also  
a variety of free and sketchy  
designs that will subtly  
indicate qualities of handi-  
work and craftsmanship.

THE NEWSPAPER ENTERPRISE LTD.

For Better Printing.

China Mail Bldg. 24, Wyndham St.

SOUTH AFRICA WINS  
THE RUBBER.Fifth Test Ends in  
Drawn Game.

FIRST TEST THE DECIDER.

Durban, Yesterday.  
The fifth Test match between  
England and South Africa was left  
drawn to-day. Thus, by virtue of  
their success in the first Test, leaving  
the South Africans winners of the rubber.

H. B. Cameron declared the  
South African's innings closed at  
219 for the loss of seven wickets,  
thus setting England the task of  
collecting 242 runs for victory in  
the fourth innings. At the close  
of play England had scored 72 with  
six wickets in hand.

Overnight rain left the pitch  
unaffected and Siedle (0) and  
Mitchell (2) continued South  
Africa's second innings on a good  
wicket and in overcast weather.

The pair added 38 runs before  
Mitchell was caught off Voce 43—  
1—21. Siedle left twenty one runs  
later 64—2—30. At lunch the  
South Africans had lost two good  
wickets for 72 runs.

On the resumption Christy (16)  
and Taylor (3) continued batting  
before 2,000 spectators. Nineteen  
runs had been added when Peebles  
got past Taylor's defence. 91—  
3—14. Christy, joined by Viljoen,  
saw the century raised, but  
left at 110 as a result  
of jumping out to one of  
Peebles's tempting deliveries.  
110—4—27. Dalton suffered the  
same fate sixteen runs later. At  
the tea interval Cameron (26) and  
McMillan (14) were together with  
181 runs on the board for the loss  
of six wickets.

Soon after the resumption of the  
innings Cameron (41 not out)  
applied the closure of the innings,  
setting England the task of scoring  
242 runs for victory.

A rude shock was in store for  
England, for with only seven runs  
on the board, Wyatt gave Mitchell  
a catch off Christy.

Hammond, joined by Farrimond,  
continued to score freely but at 31  
he was caught off Bell for 23.  
Farrimond left soon after, being  
snapped up behind the wicket off  
Taylor. With 32 runs added for  
the fourth wicket, Turnbull returned  
a catch to Siedle and further  
play was abandoned, Tate being  
undefeated with 24 to his credit.

Scores:—

South Africa—1st innings.	
L. J. Siedle, c and b White	57
B. Mitchell, b Hammond	73
J. A. Christy, b Peebles	16
H. W. Taylor, c and b Peebles	16
Viljoen, c Hammond, b Tate	16
H. B. Cameron, b Voce	4
E. L. Dalton, c Farrimond, b Hammond	31
Q. McMillan, not out	29
C. L. Vincent, c Chapman, b Hammond	6
A. J. Bell, b Voce	0
Cochrane, b Peebles	4
Extras	0
Total	252

Fall of the wickets: 1 for 127, 2 for 131, 3 for 157, 4 for 164, 5 for 168, 6 for 205, 7 for 221, 8 for 242, 9 for 243, 10 for 252.

BOWLING ANALYSIS.

O.	M.	R.	W.
Tate	22	4	35
Hammond	19	6	35
Voce	27	10	51
I. A. R. Peebles	27	3	67
J. C. White	35	9	63

England—1st innings.

R. E. S. Wyatt, c Cameron, b Bell	24
Hammond, c Mitchell, b Vincent	29
Leyland, b, w, b Bell	8
Hendren, c McMillan, b Vincent	30
M. J. Turnbull, b McMillan	6
Farrimond, c Taylor, b Vincent	35
A. P. F. Chapman, c McMillan, b Vincent	24
Tate, b Vincent	50
Voce, c Bell, b McMillan	10
J. C. White, c and b Vincent	10
I. A. R. Peebles, not out	12
Extras	12

Total 230

Fall of the wickets: 1 for 56, 2 for 56, 3 for 87, 4 for 101, 5 for 101, 6 for 126, 7 for 188, 8 for 188, 9 for 223, 10 for 230.

BOWLING ANALYSIS.

O.	M.	R.	W.
Bell	30	4	63
Cochrane	23	5	47
Vincent	31	2	51
McMillan	17	8	57

South Africa—2nd innings.

L. J. Siedle, c Chapman, b White	30
B. Mitchell, c Hammond, b Voce	21
A. J. Christy, st. Farrimond, b Peebles	87
H. W. Taylor, b, w, b Peebles	14
Viljoen, c Chapman, b Voce	18
E. L. Dalton, st. Farrimond, b Peebles	11
H. B. Cameron, not out	41
Q. McMillan, c Chapman, b Wyatt	28
C. L. Vincent, not out	5
Extras	14

Total (for 7 wks., dec.) 219

A. J. Bell and Cochrane did not bat.

(Continued at foot of next column.)

## Sport Columns

ANNUAL TENNIS  
TOURNAMENT.E. C. Fincher Defeats  
R. Choa.

HUNG BEATS GROSE.

[By "Base Line"]

The chief attraction in yesterday's programme at the I.L.K.C.C. was the match between E. C. Fincher, last year's runner-up, and R. Choa, a newcomer to open tournament play.

At first it appeared as if Fincher would win with the minimum of effort, but so well did Choa mix his game in the second set that he was actually within set point at 5—4. He played with remarkable accuracy in the early stages of the second set to establish a 4—2 lead, and then at 5—4 he was within an ace of the set, but failed at the crucial moment to allow Fincher to draw level and win the next two games to give him the match.

Fincher gave the impression of a cat playing with a mouse. His chop strokes troubled Choa at first, but when their novelty wore off he was able to make some very good returns. Choa must not be discouraged by his defeat in straight sets. He was decidedly unfortunate in being paired with so formidable an opponent in his debut, but with constant practice, he should develop into a player of more than average ability in tournament play.

Most of the other matches were long drawn out affairs, the most interesting of which was the match between W. C. Hung and F. Grose. The former showed a distinct superiority and fully deserved his success. Grose adopted but one stroke—throughout the game—the forehand drive—and that was his downfall. Hung was content to play whatever stroke best suited the return and was consistent in his good length driving.

Yesterday's results were as follows:—

Singles' Championship.

1st Round.

W. C. Hung beat F. Grose 6-4, 3-6, 6-1.

2nd Round.

E. C. Fincher beat R. Choa 6-0, 7-5.

H. Lo beat D. S. Green 6-1, 6-0.

Luk Ding-cheung beat M. Kinoshita 6-2, 6-3.

E. Zimmerman beat Surg. Comdr. Harkins 3-6, 6-2, 7-5.

Ng Kam-chuen and Tsui beat Barton and Bowker 6-4, 4-6, 7-5.

Club Championship.

A. L. Sullivan beat Henderson 6-1, 6-3.

G. W. A. Taft beat A. B. Raworth 6-4, 3-6, 6-3.

E. N. E. Nash beat J. M. Morhans 6-4, 3-6, 6-3.

A. D. Humphreys beat D. W. Deane 6-2, 6-0.

To-day's Programme.

The following matches are down for decision this afternoon, weather permitting:—

Singles' Championship.

Paul Kong v. J. W. Leonard.

Ho Ka-lau v. Edge.

Doubles Championship.

S. A. and H. D. Ramjahn v. E. and F. R. Zimmerman.

D. W. Deane and W. N. Petch v. A. D. Humphreys and H. Owen Hughes.

Fall of the wickets: 1 for 43, 2 for 64, 3 for 91, 4 for 110, 5 for 126, 6 for 143, 7 for 208.

BOWLING ANALYSIS.

O.	M.	R.	W.
Tate	9	2	17
Voce	22	1	46
J. C. White	27	8	37
I. A. R. Peebles	27	4	71
Hammond	5	0	28
R. E. S. Wyatt	4	2	6

England—2nd innings.

R. E. S. Wyatt, c Mitchell, b Christy	28
Hammond, c Vincent, b Bell	21
Farrimond, c Cameron, b Taylor	9
M. J. Turnbull, c and b Siedle	24
Tate, not out	7
Extras	3

Total (for 4 wks.) 72

Fall of the wickets: 1 for 7, 2 for 31, 3 for 40, 4 for 72.

BOWLING ANALYSIS.

O.	M.	R.	W.
Christy	4	1	17
Bell	3	0	14
Taylor	3	0	13
Siedle	3	1	7
Mitchell	1	0	18

SUNDAY CRICKET.

UNIVERSITY II v. RECREIO—On the University Ground (All Day Match).

University II:—R. T. Loh (Captain), A. A. Aziz, G. S. Seely, G. E. Teoh, P. M. N. de Silva, P. L. Tan, E. G. Leong, E. Gosano, F. Zimmerman, W. James and W. K. Choa.

NAVY SURPRISED BY  
THE CLUB.Defeated in Important  
Shield Match.

LACK FINISH.

On the U.S.R.C. ground yesterday the Hong Kong Hockey Club defeated the Royal Navy by the odd goal in three in the Sim Shield Competition.

The Navy had only to make a draw of the game to win the trophy, but under the circumstances a replay is necessary to decide the championship.

In a game which was featured by far too many infringements the Club made a remarkable recovery in the second half after being a goal down at half time. Their victory was mainly the result of accepted opportunities in direct contrast to the tactics of the Naval forwards, who played with too much finesse.

Bowman opened the scoring in the first half, but with the second half only a few minutes old Francis scored the equaliser and Skippis netted the deciding goal.

Result:—  
Club ..... 2  
Navy ..... 1

TEAMS FOR SATURDAY'S  
MATCHES.

Y.M.C.A. "A" v. H.M.S. TAMAR—At King's Park at 4 p.m.

Y.M.C.A.—H. Burson; R. Dormier, L. Tippet; L. Macey, R. A. Bates, D. Kilby; F. Parker, W. H. Smith, Dr. Ashton, W. J. Brown and A. Tate.

## CAER CLARK CUP.

H.K.L.H.C. v. ST. ANDREW'S—Y.M.C.A. Ground at 3 p.m.

H.K.L.H.C.—J. Smalley; E. Gray, B. V. Francis; E. O'Hagan, B. M. Pope, M. L. Wallace; E. R. Bell, N. McNeillie, E. M. Donelan, C. M. Ferguson and M. Bishop.  
St. Andrew's—R. Rose; L. Rogers, P. Woolley; I. Woolley, M. White, L. Gittins; A. Wool, N. F. M. Woolley, P. Gittins and E. Landolt.

## UNIVERSITY SPORTS.

ENTRIES FOR THE OPEN  
EVENTS.

Clubs and schools are reminded to send in their entries immediately to the Hon. Secretary, University Athletic Club for the following open relays to be held during the Inter-Varsity Sports on March 14 and 16, on the South China Athletic Ground, Caroline Hill:

1,600 metres relay, Open to bona fide Clubs.  
800 metres relay, Open to school-boys only.

400 metres relay, Open to school-boys only.

## Our Sports Diary.

## LOCAL.

LAWN TENNIS—To-day—H.K.C.C. Tournament—Open Singles—Paul Kong v. J. W. Leonard; Open Doubles—S. A. and H. D. Ramjahn v. E. and F. R. Zimmerman; G. W. A. Taft and J. C. F. Teoh v. W. C. Hung and Chiu Chun-chiu; D. W. Deane and W. N. Petch v. A. D. Humphreys and H. Owen Hughes.

Friday—H.K.C.C. Tournament—Open Singles—Ng Sze-kwong v. A. O. Johnson, D. J. Valentine v. E. C. Etherington; Open Doubles—A. A. Noronha and L. A. da Rocha v. E. T. E. Nash and C. B. Nicholson; Ho Wai-ling and Lu Tak-lam v. Chan So and Wong Shu-wing; Luk Kam-cheung and Luk Ding-cheung v. D. L. Prophet and H. K. Forayth; A. H. Ramjahn and A. H. Madar v. C. E. Holmes and D. B. Evans.

GOLF—Friday—Ladies' Captain's Cup (Round), Fanning.

Sunday—Long Doubles, Kowloon Golf Club.

March 24—Ladies' Section—Prize Giving, Fanning.

CHESS—Friday—Kowloon Chess Club Championship.

Tuesday—Kowloon Chess Club Championship.

FOOTBALL—Saturday—First Division—Club de Recreio v. Police R.C.; Kowloon F.C. v. South China A.A.; Chinese Athletic v. Borderers; Argyle v. Navy; Club v. St. Joseph's; South China A.A. v. Royal Artillery; Argyle v. Club; Kowloon F.C. v. University; Easterns v. Club de Recreio.

CRICKET—Saturday—Division I—University v. Hong Kong C.C. (L.); Kowloon C.C. v. Royal Artillery (L.); Division II—Indian R.C. v. Kowloon C.C. (L.); Hong Kong C.C. v. Royal Engineers (L.); Club de Recreio v. Police R.C. (P.).

RACING—Saturday, 1.30 p.m.—Annual Race Meeting, Happy Valley.

March 2, 8, 4, and 7, 11.30 a.m.—Annual Race Meeting, Happy Valley.

March 22—Fanning Hunt Club's Steeplechase Meeting.

GOOD SCORING BY  
THE TOURING SIDE.Peebles Forsakes Career  
for Cricket.

HOBBS HOME AGAIN.

Bloomfontein, Feb. 9.  
The following is the closing score in the match between the M.C.C. touring side and the Orange Free State.  
Orange Free State 148 (Fox 54, Voce 3 for 45, Peebles 4 for 45) and 85 for 5.

M.C.C. 452 (Hendren 170, Tate 55, Wyatt 55, Farrimond 51 not out).

London, Feb. 7.  
Hobbs, who came overland from Marseilles on his return journey from India, landed to-day. He declined to make a statement regarding the Sunday cricket controversy. Sutcliffe remains at Nice, where he has been joined by his wife.

Peebles has given up his future career at Oxford through playing for the Test team in South Africa, according to the Daily Express, which says that when Peebles was invited to play, the college authorities were unwilling to grant the necessary leave for two terms.

Peebles, therefore, decided to leave Oxford. In consequence he will not be available to play in the Inter-Varsity match in the Summer.

THE FAR EASTERN  
OLYMPIAD.Volleyball May Be  
Omitted.

CHINESE OBJECTION.

Tokyo, Jan. 29.

At the 9th Far Eastern Olympic Conference, the Philippine delegation proposed that the volleyball game should be replaced with some other sport since it is not included in the Olympic Games and is further not very interesting. This the Chinese delegation stoutly opposed.

In Japan both the inclusion and exclusion is equally supported, but as the result of consulting about the item to be substituted for volleyball, boxing was suggested, which is approved by the Philippine side. Although the Japan Volleyball Society is strongly opposed to the elimination of the game from the tournament, the subject will be put on the tapis at the next meeting of the Far Eastern Olympic Conference.

## GOLF.

DRAW FOR HONG FOURLAMES  
AT K.G.C.

The following is the draw for the Hong Foursomes first round to be played over the Kowloon course on or before Sunday:—

H.K. & Kowloon Wharf & Godown Co. (W. M. Groves and A. Eastman) v. Hong Kong & Shanghai Hotels (F. C. Barry and E. O. Murphy).  
H.K. & Whampoa Dock Co. (J. McKelvie and J. O. McLaggan) v. Mustard & Co. (J. Pooler and L. G. Cavad).

Naval Yard (W. G. Trice and R. W. Spiced) v. H.K. Electric Co. (J. R. Way and W. Stoker).

Mackintosh & Co. (J. G. Meyer and G. H. Russell) v. Lane, Crawford, Ltd. (H. Hampton and W. S. Hillier).

Falconer & Co. (J. J. King and F. W. T. Ross) v. Dairy Farm Co. (J. D. Thomson and E. W. Coulson).

P.W.D. (C. E. L. Johnson and J. M. Purvis) v. James Backhouse, Ltd. (H. S. Dinsdale and A. Laughton).

Gilman & Co. (E. G. Fincher and L. Goldman) v. Union Trading Co. (F. E. R. Remedios and S. Jex).

Low, Bingham & Matthews (E. D. da Rosa and W. J. Woolley) v. Royal Fleet Auxiliary (J. Mackintosh and H. Ringshaw).

## CORRESPONDENCE.

## HOCKEY LEAGUE SUGGESTED.

[To the Editor of "China Mail"]

Sir,—In view of the increasing popularity of hockey in this colony I wonder if it has ever occurred to local hockey teams and clubs to form a League amongst themselves, and if some person or organisation would be good enough to put up a cup or shield to encourage competition?

It is well known that the only trophy for which local hockey teams can compete is the Sim Shield, and this is only confined to the Army, Navy and Hong Kong Clubs. Perhaps you would be good enough to publish this letter in your correspondence column with a view to stimulating local interest in this sport.

Yours, etc.,

ENTHUSIAST.

Hong Kong, February 25.

AN AMERICAN'S VIEW  
OF BRITISH HUNTING.Blooding of Master's  
Little Son.

GASOLINE HOUNDS.

Of horn and morn, and hark and bark,  
And echo's answering sounds,  
All poets will hath ever writ  
In doggerel verse of hounds.  
—Hood, Epping Hunt.

"Presently appears the squire; a thick-set, burly figure with red side whiskers, tinged with grey, and blue eyes sparkling with life and spirits. 'What's it to be?' calls the Squire. Port, cherry brandy, or sloe gin—and we will have sloe gin."

The scene is the great hall of the "Squire's Mansion," the occasion the Meet. Not, as might be imagined, an extract from an American woman novelist's description of life in the English countryside, but culled from a leaflet issued for the benefit of American visitors by the Travel Association of Great Britain and Ireland, entitled "A Hunting We Will Go."

The picture it paints is calculated to flood the shores with Americans as soon as the shipping companies can cope with the rush. "It is not necessary to be a member of the hunt, all that is necessary is to be a lover of sport, of fresh air, and wide spaces."

On Tap For All.

In Sherwood Forest (England), which once sheltered Robin Hood and his merry men, this unique hunt exists. "Many people think that to follow hounds is necessary to be a horseman. That is, of course, the best way." Quite!

"But not all of us have horses—especially in these days of the ubiquitous car."

The red-whiskered squire's sloe gin is apparently on tap for all and sundry who "pass the square-towered grey old Norman Church," and pass through "the tall and massive gates."

"He beckons us to follow him into the great hall. Its antique furniture, rich rugs, and minstrel's gallery deserve attention, but the principal feature is a great circular table... with



THE  
HONG KONG  
PENINSULA HOTEL:  
HONG KONG HOTEL: REPULSE BAY HOTEL:  
PEAK HOTEL  
AND  
SHANGHAI  
ASTOR HOUSE: PALACE HOTEL.  
HOTELS,  
LIMITED  
In association with the Grand Hotel des Wagons Lits, Peking.

THE HARBOUR VIEW PRIVATE HOTEL.  
9-12, Chatham Road, Kowloon.  
Finest Situation on the Peninsula. Large Airy Rooms with Full  
Benefit of the Cool Sea Breeze. Unequalled Cuisine. Cable Add.  
Phone 56734. Proprietress: Mrs. Gardiner. "Harview."

SAVARIN HOUSE  
PRIVATE HOTEL.  
31-34, Wing Lok Building,  
1st floor. Tel. Add.  
56780. "ALL MODERN CONVENIENCES."  
UNPARALLELED CUISINE. "Savarin" H.K.

The finest of foods and wines  
served in the brightest and most  
attractive surroundings. First-  
class orchestra. Specious and  
luxurious lounges.

Tiffin \$1.10.

Hotel Cecil  
Renowned for its High-Class  
Cuisine and Service combined  
with a Moderate Tariff. Near  
shops and theatres. Yet in a  
pleasing neighbourhood.

Dinner \$1.30.

ENCLOSED IN ORIENTAL FERNERY AND EASTERN CHARM.  
SELECT PRIVATE HOTEL.  
Furnished with  
an eye to the  
comfort of its  
tenants. Luxuri-  
ous single and  
double rooms,  
large and airy.  
Modern bath-  
rooms attached  
to each room,  
and private gar-  
age benefits  
motorists.

THE MARBLE HALL

21, Nathan Rd., Kowloon.

Telephone 57089.

## POST OFFICE NOTICE.

### INWARD MAILS

THURSDAY, FEBRUARY 26.  
Straits ..... Tilawa  
Europe via Suez Letters & Papers (London  
Jan. 29, and Parcels Jan. 22) ..... Rawalpindi  
Shanghai and Europe via Siberia (London,  
Feb. 7) ..... Tokiwa Maru  
FRIDAY, FEBRUARY 27.  
U.S.A., Canada, Japan, Shanghai (Seattle,  
Feb. 7) and Europe via Siberia (Lon-  
don, Feb. 7) ..... President Cleveland  
Shanghai ..... Malwa  
Amoy ..... Takada  
Manila ..... Empress of Russia  
SATURDAY, FEBRUARY 28.  
Shanghai and Swatow ..... Sinkiang  
Japan ..... Heiyo Maru

### OUTWARD MAILS

THURSDAY, FEBRUARY 26.  
Saigon ..... Yuan Lu ..... 3.30 p.m.  
Amoy ..... King Yuan ..... 3.30 p.m.  
Samshui & Wuchow ..... Tai Hing ..... 4 p.m.  
FRIDAY, FEBRUARY 27.  
Shanghai, Japan and Europe via  
Siberia ..... Rawalpindi ..... 10.30 a.m.  
Swatow, Amoy and Foochow ..... Hai Ning ..... 2 p.m.  
Bangkok ..... Chinbus ..... 3.30 p.m.  
Amoy ..... Tjisroea ..... 5 p.m.

\*Superscribed correspondence only.

## THAT PEKING MAN.

DR. BLACK'S THEORIES  
QUESTIONED.

"THE MISSING LINK."

Pacing to and fro in the library of his old-fashioned house in Potsdam, Dr. Wehnert, of the Anthropological Institute of the Kaiser Wilhelm Society, challenged Dr. Black's contentions that the fossil remains discovered at Peking are the bones of an early type of humanity and therefore that there is reason to believe that the cradle of the human race was in Eastern Asia.

From the photos of the finds and from the descriptions of them sent to us by Dr. Black: "I am convinced that the bones are the remains of a creature, half human, half ape, or to give him his scientific name, *Pithecanthropus erectus*, Haeckel's missing link which first ceased to be missing when Professor Dubois made his important discovery of a large-sized skull in Java forty years ago.

Professor Dubois' Action. Dr. Wehnert declares that but for the inexplicable attitude of Professor Dubois, the identity of the Peking and Java finds would have been immediately accepted by anthropologists. When Professor Dubois brought his previous discovery back with him to Holland, he elected to keep it in the seclusion of his own private archaeological collection. It needed a hint from the Dutch Government to the effect that the Java find could not be regarded as private property, before Professor Dubois was induced to allow other scientists to study the skull.

"I happen to be the first anthropologist to be permitted to make a thorough-going study of the Java skull. The results of my investigations have been published in a treatise, supplied with a number of excellent photos. A glance at these photos is sufficient to reveal the identity of this skull with that found at Peking. Indeed, superimposing and comparing the drawings of the outlines of the two skulls show the same retreating forehead, the same flat top to the cranium, and the dorsal protrusion not found in the human skull, not even in the skull of the Neanderthal Man."

Haeckel Was Right?

Dr. Wehnert went on to say that the Peking finds bear out the theory first set up by Ernst Haeckel that the human race is descended from an animal species that was neither monkey nor man, a link in the chain of evolution. It was believed that these creatures inhabited that part of the world which is now Further India and the Malayan Archipelago. Professor Dubois' discovery gave confirmation to this belief. Dr. Black's finds are only additional evidence, Dr. Wehnert maintains.

"We now know," continued Dr. Wehnert, "that these half human animals, who lived in the Early Ice Age, moved about over the whole surface of the earth. The Peking find is almost identical with that found at Pittedown, in South England. In the case of the Pittedown fossil, consisting of the top part of a skull and a jaw bone, whereas English anthropologists consider they belong together, here in Germany we hold the opinion that coincidence played a part in this case, and that the jaw bone belonged to a monkey."

Dr. Wehnert has reconstructed the skull of the Java animal-man, and estimates its content to have been 1,000 cubic centimetres, as against 850 cubic centimetres estimated by Professor Dubois. As the human-like ape has a skull capacity of 500 cubic centimetres and that of the normal human being a capacity of 1,500 cubic centimetres, it will be seen that the Java skull lies in the middle between man and monkey.

Not A Human.

Even if *Sinanthropus pekinesis* is regarded as a type of early humanity, derived from a member of the chimpanzee family like the *Pithecanthropus*, it varies so greatly from the Neanderthal Man, that

it is impossible to regard it as being an early member of the human family (home sapiens), is Dr. Wehnert's conclusion.

As regards Asia's claims to being the original cradle of the human race, Dr. Wehnert states that German anthropologists are more and more inclined to accept the evidence that goes to prove that the ancestral stock made its first appearance in Africa.

A young anthropologist, L. S. B. Leakey, who has spent four years making excavations in the caves of the Rift Valley, Kenya Colony, has recently arrived in Berlin and submitted some of his finds to the Kaiser Wilhelm Society. These fossil bones are now being examined by German experts. It is expected that a pronouncement of major importance will shortly be made.

## WALLS OF JERICHO. EXPEDITION SEEKS REASON FOR COLLAPSE.

Karachi, Jan. 2.  
Why the walls of Jericho collapsed before the armies of Joshua is a question which the expedition to Palestine, led by Professor John Gerard, of Liverpool University, will try to answer.

Sir Charles Marston, who with the late Lord Melchett, financed the expedition, said that last year's work revealed the fact that the walls of Jericho did actually collapse.

The most feasible suggestion to cause the collapse was an earthquake, and the expedition would try to find traces of this catastrophe which occurred about 1,400 B. C.

Other theories, which had been advanced to explain the fall of the walls included the extraordinary suggestion that if ram-horn trumpets were blown on one particular note a long blast would set up metallic vibrations in the walls and cause them to fall.

Sir Charles thought it very far-fetched, but added that it would be well to remember that there are probably forces of nature available of which we know almost nothing, and perhaps these were understood by Joshua's priests.

## FEWER INDIANS.

115,316 LEAVE MALAYA IN  
1930.

A big falling off in the Asiatic population of Malaya is revealed by the Malaya migration statistics for 1930.

There is decrease of 45,559 in the Indian population and an increase of 28,586 in the Chinese population. During the year 1930 the number of Chinese arrivals in Malaya was 343,602 and the departures 314,916. The number of Indian arrivals was 69,667 and the number of departures 115,316.

A reduction in the Asiatic population is shown in the December statistics. The Chinese decreased by 8,325 and the Indian by 8,972. The number of Chinese immigrant deck passengers disembarking at Singapore for the month of December, 1930, was 6,675. For the same period in 1929, the number was 19,221.

## PISTOL BATTLE.

ANOTHER NEW YORK GANG  
MURDER.

Another cold-blooded gang murder was added to New York's long list when the proprietor of an "uptown, speakeasy" was riddled with seven bullets in his own bar-room after a desperate pistol battle with five rivals who resented his operations in "their territory."

The assassins rushed into the place forcing a taxi-driver to enter first as a shield for themselves and fired volley after volley, splintering woodwork and mirrors in the room. The victim was found by the police mortally wounded with a revolver under him.

## EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—  
Bank, wire ..... 11  
Bank, on demand ..... 11  
Bank, 4 months' sight 11 1/16  
Credits, 4 months' ..... 11 11/16  
Documentary, 4 months' sight 11 13/16  
On Paris—  
On demand ..... 567 1/2  
Credits, 4 months' ..... 607 1/2  
On New York—  
On demand ..... 22 1/4  
Credits, 60 days' ..... 23 1/4  
On Bombay—  
Wire ..... 61 1/4  
On demand ..... 61 1/4  
On Calcutta—  
Wire ..... 61 1/4  
On demand ..... 61 1/4  
On Singapore—  
On demand ..... 39 1/4  
On Manila—  
On demand ..... 44 1/4  
On Shanghai—  
On demand ..... 76 1/4  
Dollars ..... 4 1/4  
On Yokohama—  
On demand ..... 45  
Sovereigns (Bank's buying rate) ..... 11 1/2  
Silver (per oz.) ..... 12 1/2  
Bar Silver in Hong Kong ..... Nominal  
Copper Cash ..... Nominal  
Copper Cents ..... 3 1/2 prem.  
Rate of Native Interest ..... 3 1/2 p.a.  
Chinese Sub. Coin ..... 2 1/2 ds.  
Hong Kong Sub. Coin ..... Par

## LONDON EXCHANGES

Rugby, Yesterday.  
Paris ..... 123.98 1/2  
New York ..... 4.85 15/16  
Brussels ..... 34.84 1/2  
Geneva ..... 25.22  
Amsterdam ..... 12.11 1/4  
Milan ..... 92.79 1/2  
Berlin ..... 20.44  
Stockholm ..... 18.14 1/4  
Copenhagen ..... 18.16  
Oslo ..... 18.16  
Vienna ..... 84.57 1/2  
Prague ..... 164  
Helsingfors ..... 193  
Madrid ..... 46.40  
Lisbon ..... 108.25  
Athens ..... 375  
Bucharest ..... 417  
Rio ..... 4 3/16  
Buenos Aires ..... 36 15/16  
Montevideo ..... 85 1/2  
Bombay ..... 1/5 1/4  
Shanghai ..... 1/2  
Hong Kong ..... 1 1/4  
Yokohama ..... 2 1/8 - 13/32  
Silver Spot ..... 12 1/2  
Silver Forward ..... 12 1/2  
—British Wireless Service

## REQUEST REFUSED.

SPANISH LEADERS DECLINE TO  
FORM NEW CABINET.

Berlin, Jan. 14.  
The usually very well informed Madrid correspondent of the Berliner Tageblatt reports that King Alfonso tried to induce various statesmen to form a new Cabinet on a broader basis in order to conduct the long promised general elections but met with firm refusal both from the well-known political leaders Canbo and Sanchez Guerra.

The King also signed the new budget which provides for a substantial increase of the salaries of army and navy officers and of all civil servants and besides for a loan of 350 million pesetas for the railways. The budget estimates balance with a surplus of 63 million pesetas.

It is further reported from Madrid that the Spanish Government has just placed in Great Britain contracts for a number of new powerful guns, of 33 centimetres calibre, 20 metres long and with an effective range of 35 kilometres, these guns are destined to reinforce the coast defences at El Ferrol, Cadix, Cartagena and on the Balearic Islands. The guns will be mounted in revolving armoured turrets and will cost £80,000 each.

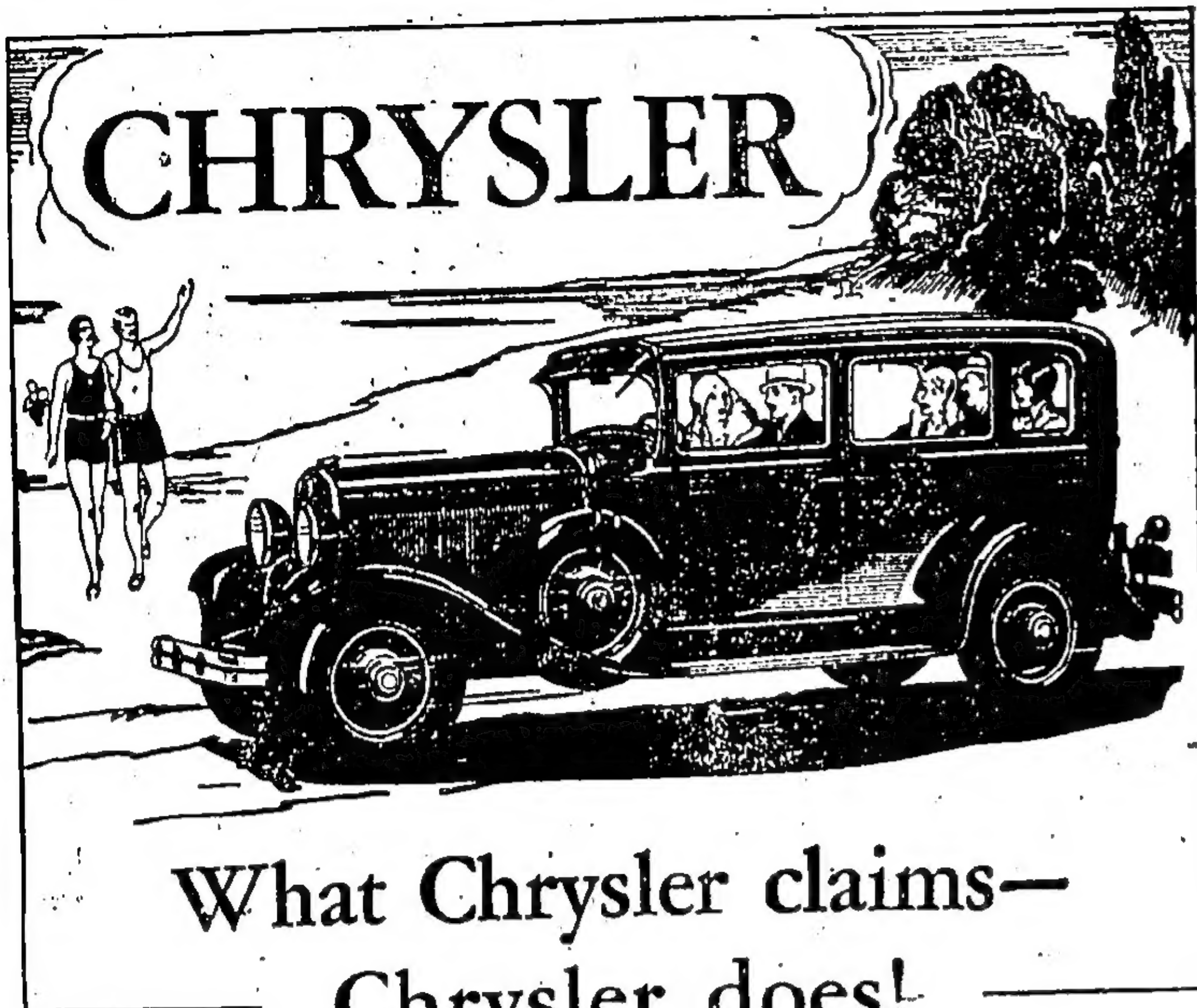
## HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 26th Feb., 1931.

STOCK	Buy-ers	Sell-ers	Sales	Norm.	Fluc.	Last dividend and when paid		
Banks.								
Hong Kong Bank .....	2160	...	...	...	Dec.	[Final 25 bonus \$1 a/c 1930 ex. 17 1/2-275.14 Interim 1/2 free 1/15 a/c 1930 Int. 2 1/2 a/c 1930 less 1/15 a/c	Pending Sep. — 30 Sep. — 30	
Chartered Bank .....	...	...	16 1/2	...	Dec.	...	...	...
Mercantile Bk., A&B. C. .....	...	...	23	...	Dec.	...	...	...
Bank of Asia .....	116	...	116	...	Dec.	\$8 for 1930.	...	Feb. 28, 31
Insurances.								
Canton Ins. ....	...	...	1800	...	Dec.	[Final 2 1/2 for 1929 Interim 1 1/2 a/c 1930 Final 1 1/2 for 1930 Interim 2 1/2 a/c 1930]	-\$45. -27	May 16, 30 May 30, 30
*China Underwriters ..	3.60	...	...	...	Two.	None	...	...
China Fire Ins. ....	535	...	...	...	Two.	[Final 20 bonus \$5 for 1929 a/c 1930 Interim 5 a/c 1930]	-\$18	May 30, 30
H. K. Fire Ins. ....	...	...	1305	...	Two.	\$47 for 1929	...	Mar. 25, 30
Shipping.								
Douglas .....	...	28 1/2	...	...	Two.	Last dividend for 1929	...	...
H. K. Steamships .....	...	26.00	...	...	Two.	\$1.50 for 1929	...	Mar. 4, 30
Indo-China (Pref.) ..	...	...	40	...	Dec.	[12 1/2 ex. 2 1/2 on preferred for 1929 a/c 1930 Last dividend for 1929	...	June 19, 29
(Def.) .....	...	...	30	...	Dec.	...	...	...
Shell Transports .....	...	...	72 1/2	...	Two.	[Interim 2 1/2 coupon No. 37 free 1/15 a/c 1930 \$1.50 for 1929	...	Jan. 6, 31 Mar. 10, 30
Union Waterboats ..	...	...	37	...	Two.	...	...	...
Mining.								
Benguet .....	...	...	10	...	Two.	[Final 40 centime making Pso 1 for 1930]	...	Dec. 30, 30
Kailan Mining Ad. a/c	...	...	30 3/8	...	June	[Fin. 1/2 free 1/15 a/c 1930 making 1/2 for 1930 a/c 30-30 T. 1/10 for year 31-10-30	...	Dec. 30, 30
Langkat .....	...	...	6 1/2	...	Dec.	...	...	May 8, 30
S'hai Exploration .....	...	...	24	...	Two.	None	...	...
Loans .....	...	...	64	...	Dec.	[Final T. 0.45 making T. 0.50 for 1930 (T. 0.10 for 1930) payable	...	Feb. 6, 31 Mar. 10, 31
*Raupe .....	...	...	40 1/2	...	Mar.	...	...	...
Venezuela Gold Fields	3.60	...	...	...	...	...	...	...
Docks, Wharves, Godowns, &c.								
H. K. & K. Wharves ..	...	...	178	...	Dec.	\$5 for 1930	...	Pending
H. K. & W. Docks ..	30 1/2	...	...	...	Dec.	Last dividend for 1929	...	...
South Ch. Motors ..	...	...	10	...	...	...	...	...
*China Provident (old)	5 1/2	...	...	...	Dec.	Last dividend for 1929	...	...
(new) .....	2.40	...	...	...	...	...	...	...
Hongkew .....	274	...	...	...	Dec.	Interim T. 3 a/c 1930	...	Sep. 12, 30
N. Engineering .....	51	...	...	...	Dec.	T. 0.25 for 1930.	...	Pending
Shanghai Docks .....	110	...	...	...	Apr.	T. 7 for year 1930	...	July 30, 30
Lands, Hotels & Buildings.								
*H. K. & S. Hotels ..	...	...	18	...	Two.	50 centime 1930	...	Apr. 7, 30
H.K. Lands .....	85	55	...	...	Two.	[Final 20 centime \$1 for 1930 and \$1 on new lands making T. 1 1/2 for 1930	...	Feb. 10, 31
Shanghai Lands .....	302	...	...	...	...	...	...	Pending
Humphreys (Cum Rn.)	15 1/2	...	...	...	Two.	50 centime for 1930	...	Feb. 24, 31
Rights .....	...	...	9	...	...	...	...	...
H. K. Realities .....	9.65	9.70	...	...	Dec.	Interim 30 centime a/c 1930	...	Sep. 4, 30
Chinese Estates .....	...	...	97	...	Feb.	\$5 for year 30-31	...	July 31, 30
Cotton Mills.								
*Ewo Cotton .....	15 1/2	...	15.50	...	Two.	T. 0.75 for 1930	...	Pending
Shanghai Cotton .....	108	...	...	...	Apr. and Oct	T. 0.25 for half year 31-10-30	...	Nov. 29, 30
Zoong Sigs .....	18	...	...	...	June	T. 0.20 for year 30-30	...	Oct. 11, 30
Public Utilities.								
*H. K. Tramways ..	18.10	...	17.90	...	Two.	[Final 10 centime making 80 centime for 1930 and \$1 on new lands	...	Feb. 27, 31
Peak Tram (old) ..	...	...	14 1/2	...	Apr.	30 cts. on old for year 30-30 on new 30-30	...	June 10, 30
(new) .....	...	...	8 1/2	...	...	...	...	...
Sun Feries .....	...	...	39	...	...	\$4 for 1930.	...	Feb. 13, 31
*China Light .....	26 1/2	26 1/2	...	...	Sep.	Final 50 cts. a/c yr. 30-30	...	Dec. 15, 30
H. K. Electric .....	10 1/2	...	...	...	...	\$2.50 for 1930	...	Pending
Macao .....	...	...	33	...	...	...	...	...
Sandakan Lights ..	...	...	12	June	...	None	...	...
H.K. Tel. fully paid	48	...	48 1/2	...	Dec.	[Final 10 making 10 1/2 a/c 1930	...	Pending
(part paid) .....	...	...	48 1/2	...	...	...	...	...
China Buses .....	...	...	13 1/2	...	Two.	T. 0.00 for 1929	...	Feb. 28, 30
S'pore Tractions (Ord.)	...	6 1/2	...	...	Sep.	[1 1/2 on preference shares T. for income tax]	...	Feb. 6, 30
(Pref.) .....	...	...	10 1/2	...	...	...	...	...
Industrials.								
China Sugars .....	...	...	80 1/2	...	...	In Liquidation.	...	...
Malayan Sugars ..	95	...	...	...	Two.	\$2 for 1929	...	Apr. 11, 30
Cald. Mag. Ord. ..	...	...	11 1/2	...	...	[T. 0.20 for 7 months 1929	...	Apr. 30, 30
(Pref.) .....	...	...	11	...	...	...	...	...
Canton Ice .....	...	9 1/2	...	...	July	None	...	...
*Cements (com.) ..	...	...	10.80	...	...	10 centime on old for 1930	...	Pending
(old) .....	11 1/2	...	5.20	...	...	...	...	...
(new) .....	...	...	5.20	...	...	...	...	...
H. K. Ropes .....	13.90	...	...	...	...	Last dividend for 1929	...	...
Stores, &c.								
Dairy Farm (old) ..	...	...	20.20	...	Two.	\$1.50 for 1930	...	Pending
(new) .....	...	...	24 1/2	...	...	...	...	...
Watsons .....	18.40	18 1/2	...	...	Two.	70 centime for year 31-1-30	...	Mar. 24, 30
De'A Wings .....	...	...	1	...	...	...	...	...
Lace Crawford .....	...	...	4	...	...	Last dividend for year 30-30	...	...
Mackintosh .....	...	...	40	...	Feb.	\$2 for year 30-30	...	May 15, 30
Sincere .....	...	...	18 1/2	...	...	...	...	...
Wm. Powell .....	...	...	2.85	...	Feb.	50 centime for year 30-30	...	June 10, 30
Miscellaneous.								
H.K. Amuse. (C. R.)	...	...	20 1/2	...	Mar.	\$2 1/2 for year 31-30	...	Sep. 27, 30
(Right) .....	...	...	28	...	...	...	...	...
Ch. Entertainment ..	16 1/2	...	...	...	...	...	...	...
H. K. Constructions ..	...	...	5.20	...	Dec.	None	...	...
B. Ind. C. Bonds ..	...	...	6 3/4	...	...	...	...	...
H. K. Govt. Loans ..	...	...	17 1/2	...	...	Interest half yearly	...	...
*Speculative shares. *Sales to Shanghai								



# MOTORISTS—THIS IS YOUR PAGE



Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

Take your ride in a Chrysler and sense that very definite something which makes a Chrysler a Chrysler... that something which is so different, so much more thrilling... that something which inspires a pride of ownership all its own.

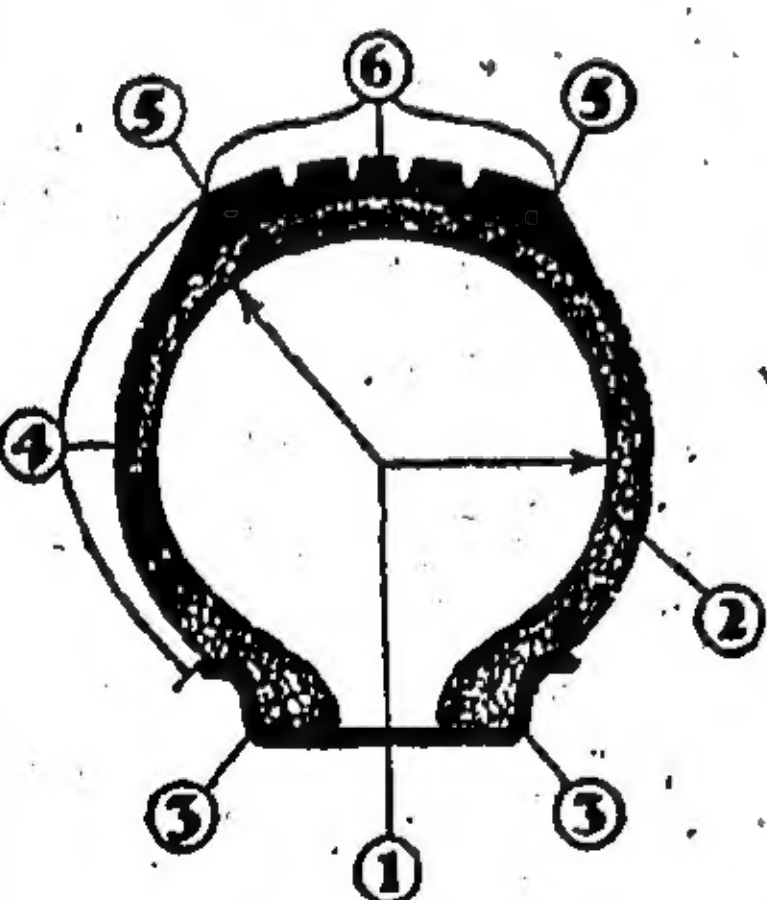
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

## The most Conclusive Evidence of SUPERIORITY



... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.

The De Luxe, Rugged and Fisk, each a First Quality, Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chamber, carrying more air at a lower pressure—their carcass, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamline tread, multiple cable head and greater road contact—the combining of all these new and exclusive features result in still another—The Air-Flight Balance.

### FISK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber  
Carrying more air at a lower pressure—will bring a new and better interpretation of Riding Comfort allowing your car to ride low on the rubber and more on the air.
2. All-Cord Process  
A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.
3. Multiple Cable Head  
Multiple Cable Head gives added strength to the rim while increasing sidewall flexibility.
4. Increased Flex Area  
Increased length of Flex Area at sidewall provides greater use of the air cushion.
5. Streamline Tread  
The rim width of the streamline tread allows the tread to hug the road better and allows greater air cushioning.
6. Greater Road Contact  
Results in better and more lasting non-skid qualities and assures you of Safe Traction at any speed.
7. The Air-Flight Balance  
The newly perfected balance between air and materials achieves the maximum of air-cushioning and mileage.

Sole Distributors  
**GILMAN & CO., LTD.**  
4A, Des Voeux Road C. Telephone 28011.



### FRIVOLOUS.

#### Case Which Should Not Have Been Brought

A collision between two motor-cars in the vicinity of the locality which is commonly known as the "santai club" on the early morning of December 25, was the subject of a charge against a European named A. G. Little in the Fourth Magistrate's Court, Singapore, on January 28.

In the course of the hearing it transpired that Inspector Farquharson, who visited the scene after the collision, told Mr. Gowan, a probationary A.S.P. attached to the Police Depot, that it was his fault and at the same time told Mr. Little that if he wanted he could get a summons issued against Mr. Gowan.

After hearing the evidence, Mr. W. H. Whitton discharged and acquitted the defendant, remarking that the prosecution should never have been brought against him and that such cases caused inconvenience to busy people who had to leave their work and engage counsel for their defence.

Mr. R. L. Eber appeared for the defence. In his evidence Mr. Gowan said he was driving out on to Beach Road from the sea end of Middle Road. He did not see the other car but suddenly felt the impact. He was with two other police officers. He was only driving at between five and ten miles an hour at the time of the collision.

#### "Never Intended to Take Action."

Cross-examined by Mr. Eber witness said that he was not responsible for the prosecution. He definitely did not see the other car and never intended to take action. The papers were sent to the C.P.O. with the result that the prosecution was launched. Witness admitted that Inspector Farquharson came on the scene and examined the road and the cars and told him that he was to blame.

Inspector Farquharson, giving evidence, produced a sketch plan of the scene and gave measurements.

In reply to Mr. Eber he said that he pointed to Mr. Gowan and told him that his car was in the wrong. He also told Mr. Little that he could take out a summons against Mr. Gowan. The investigator papers were sent to the C.P.O. and instructions were given for a summons to be issued against Mr. Little.

His Worship acquitted the accused without calling on the defence.

### SPEEDOMETER CABLE.

E.G.C.—Does the speedometer cable of the Morris-Cowley car require grease or oil? About how much would you recommend putting in, and how often? Do you think it places any undue strain on the clutch of a car if one lets the clutch out and puts the gear lever into neutral when travelling at about 20 to 25 miles per hour, such as one might do before pulling up? The small wire grounding the shunt terminal of my car has appeared to burn off twice during the last 100 miles. What is the cause of this, and how can it be prevented?

Transmission oil should be used to lubricate the cable and the knuckle at the bottom. One shot from the gun every 500 miles should be sufficient. Providing the clutch is let back to its normal position after the disengaging of the gearshift no harm can come to the car. Everything is running without load, and in driving in this manner one is free-wheeling the car in much the same fashion as is being used on many English and some American cars to-day. Failure to bring the clutch back to normal would, however, cause a lot of wear on the clutch throw-out collar, and should be avoided. Apparently there is a loose connection in the charging circuit in the generator to build up beyond its usual limits. This should be corrected promptly, as it will have a damaging effect on the windings of the generator. Check all connections, particularly those on the ammeter, battery, and generator, and make sure that they are all tight. A loose connection is sometimes indicated by an increased brightness of the lights when the engine is running.

### CLUTCH RIDING.

#### Faults That Develop.

Apart from ignition and carburettor troubles, one of the motorist's most frequent sources of difficulty lies in the clutch. Most clutch troubles are due either to the adjustment of the springs, the conditions of the friction surfaces, or to worn thrust collars, and all of these are aggravated by the habit of allowing the foot to rest on the clutch while driving. Few motorists appreciate the far-reaching effects and damage that may be caused by the habit, but when it is stated that fully 60 per cent. of clutch and transmission troubles arise from this source, the costliness of "clutch riding" may be brought home. The clutch of an automobile is a unit intended for a definite purpose—to disconnect the power unit from the transmission system at the will of the driver, thus enabling gear changes to be made, and then to take up the drive in a progressive manner. So that every driver, no matter how modest his experience, may readily understand the advantages of correct use and the dangers of abuse of the clutch its function will be described.

There are two types of clutch in popular use in present-day cars, the plate and the multiple disc. The plate clutch is usually in the form of a single large disc of metal attached to the secondary shaft of the gearbox and fitting in between another disc and the flywheel, between which it is free to revolve when the clutch pedal is depressed. This disc is faced on both sides with fabric lining. The multiple disc is similarly constructed to the single plate clutch in respect to driving principles, but is smaller, and contains a greater number of both driving and driven members.

These clutches are sometimes designed as dry clutches—that is, the alternate faces are lined with fabric and need no lubrication. Others, in which a light lubricating oil is used, are built up of alternate layers of steel discs and discs to which are fitted cork inserts. The requisite pressure to ensure contact of the surfaces of these plates is obtained by the use of a number of small springs, the adjustment of which may be readily altered. Present-day clutches are so constructed as to sustain a considerable amount of rough and unskilful operation, but the application of a little thought and care when driving the car will ensure very much smoother operation, and will considerably lengthen the life of the whole transmission system.

It must be apparent that, with a fierce clutch, not only is the get-away of the car irregular and snappy, but the gearbox, universal joints, differential, axles, and, in fact, the whole transmission system and tyres are subject to a very much greater strain than if the clutch unit were functioning normally.

With these facts known, it is hard to understand why such a great number of drivers persist in slipping the clutch. This should never be done in any circumstances. Should the car begin to stall, the next lower gear should be engaged. In fact, the clutch should be either completely "in" or "out" at all times. In traffic driving, when held up for a few moments in a traffic jam the clutch should not be held out, but the gears should be placed in the neutral position and the clutch let right in again. By taking a little extra trouble the clutch assembly should remain in perfect order for an indefinite period, but slovenly and careless methods, such as holding the clutch half out in traffic, slipping it on hills, and keeping pressure on the pedal while driving, will surely develop into clutch and transmission trouble, with a corresponding increase in repair bills.

Frequently a driver will find that his gears are becoming harder and harder to engage, so that clean engages are almost unknown. This in almost every case, will be due to the driven member of the clutch continuing to "spin" after the pedal has been depressed. The reason is that the plate faces do not properly separate, and are rubbing slightly, caused nearly always by wear on the clutch throwout. Provision for adjustment of the throwout is made on nearly all cars, and as soon as the trouble is manifest it should be corrected. One thing is certain, however—that whatever type the clutch may be, these troubles are always hurried along by the driver riding the clutch. A word

### Announcing the Arrival of 1931

## B. S. A. MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY, ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

## BUYERS' GUIDE

### MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
 MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

### MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4A, Des Voeux Road C. Tel. 28011.

### MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
 NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

### MOTOR OILS.

- GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.  
 SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

### TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.  
 FISK TYRES.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.  
 INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.  
 MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
 PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 WILLARD BATTERIES.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.

of warning now as to the remedy. Mechanical wear, apart from throw-out adjustments, can of course, be rectified in only one way, the replacement of the parts. Clutching facings can, however, be restored to their original condition by the following method: Should the facings be of raybestos or any other friction lining, they should be well washed with petrol to remove all traces of grease and other foreign matter. When they are thoroughly dry a little kerosene will restore sweet action and freedom.

Early Morning Starting. A number of motorists blame the clutch assembly for difficulty in engaging gears when starting off in the morning. This is nearly always due to the lubricant in the gear-box being thick and tacky, preventing the gears from sliding freely along the shafts. There is no need to use a heavy, cloggy lubricant in the gear-box of a present-day car. Gears are cut to very fine limits of precision, and nowadays the thinner the oil used, within reason the greater will be efficiency of the system.



**"PINKING."****Harmful Effects on Engines.**

Neglect, carelessness, and over-caution are, without doubt, responsible for over 90 per cent. of failures in car engines and transmissions. There may be many motorists who will dispute the latter cause. Neglect and carelessness are easily understood as possible causes of trouble, but one naturally thinks that too much care cannot be taken. To a certain extent they are right, but, and it sounds paradoxical, there is a limit to caution, beyond which it merges into abuse. I have in mind several cars that have come under notice during the past few months that have been practically wrecked after having done only between 7,000 and 8,000 miles. In every case these cars had been driven over "give and take" roads, and in two cases had not been driven over 20 miles an hour. In spite of this the engines were in a bad state and the transmissions wanted renewing completely before quiet running could be obtained.

Consistent slow driving, particularly in hilly country where the engine is allowed to get to the last gasp before gear changing is attempted, places an enormous strain on the bearings and transmission, and is actually more harmful to the car than if it were driven at 40 miles an hour continuously. In addition to this, a slow-running motor usually means an overcool one, and for that reason dilution and cylinder wear are excessive. In every case the owners of these cars claimed that every care had been taken (greasing and plug points were faultless), and blamed poor construction and material as the source of their trouble. Actually they had over-stepped the limit of caution, and had arrived at the point where the extra care simply meant abuse. One thing I noticed particularly with these drivers was that when the engine was dying out on a hill, just prior to changing to a lower gear, it was allowed to "pink" badly. This alone puts a very heavy strain on the bearings, &c., and as it is a fairly common fault with drivers, a brief outline of the cause and effect of "pinking" will not be amiss.

Under certain conditions any engine will knock or produce the metallic noise known as "pinking," and this knock must not be confused with knocks emanating from worn engine parts or other mechanical defects.

Some types of engines knock more readily than others. Even two identical engines may differ greatly in this respect. The reason lies in the nature of the explosions in the cylinders, and the nature of these explosions, mechanical considerations being equal, is controlled by the petrol employed.

A charge of air-saturated petrol vapour is drawn into the cylinders, the rising piston compresses it, and when compressed the spark ignites it and it explodes, or, more correctly, it burns rapidly and expands, forcing the piston down and developing a power stroke. Engine builders endeavour to obtain the utmost power from any given sized engine and arrange for the greatest expansion of the charge after it is ignited. To do this it is necessary to draw the greatest possible charge into the cylinder and to compress it into the smallest possible space before igniting it. For these reasons we find a tendency to increase engine compression and the development of the device called the supercharger. There are very definite limits to which compression can be raised, because, if the charge is too highly compressed, it burns too rapidly, produces too much heat, and makes the engine knock and actually lose power.

Knocking is caused by the charge itself, for instead of the flame of ignition spreading through the whole mass comparatively evenly it develops so violently, and in such concentrated form, as to push ahead waves of unburnt charge which are so highly compressed as to produce a real knock when they impinge upon their confining cylinder walls and head.

The speed and also the time of combustion have to be brought under control if "pinking" under arduous conditions is to be avoided. One way to do this is to retard the spark, and on cars that are fitted with a manual control the ignition should be retarded just enough to prevent the knock. On cars that are fitted with governed ignition, providing an automatic advance and retard, the only thing to do to get over the knock is to reduce the load and compression by changing down to a lower gear. This practice is one that is really preferable to retarding the spark, in that in addition to reducing the load on the engine it eases the strain on the transmission to a very large extent.

An engine that "pinks" is an engine that is being overloaded, and as the engine is overloaded, it is transmitted to the rest of the car in proportion

**VALVE GRINDING.****Some Points That Must Be Looked To**

Recently there was brought under my notice a car with a very bad compression leak in one cylinder. It proved to be due to a burnt out exhaust valve, the valve itself being unfit for further use, and the cylinder seating so damaged as to require a cutter before a new valve could be ground in. This car had been comparatively recently overhauled by the owner, and he was naturally very curious as to why the valve burnt out as it did. After inquiries as to one point and another, the reason was fairly evident. The owner had ground in all the valves—not before they needed it,—and had refitted without having afterwards readjusted the clearance.

Now, when a valve is ground in the stem end is naturally lowered more or less, according to the amount of metal removed from the cylinder seating and valves; it is possible to grind away so much of the seatings that when they are cleaned and the valve resealed the stem actually rests on the top of the tappet, preventing the valve seating. Result—a compression leak, and a badly burned seating in less than a hundred miles of running if the valve is an exhaust, and, if, as is usually the case, the stem expands as the engine warms up. Indeed, it should not be forgotten that a valve that may clear when cold may, if the clearance is insufficient, be held off its seating when lengthened by the heat.

**Checking Valve Clearances.**

Then, too, grinding with a coarse abrasive to remove deep pitting leaves a series of ridges on the seatings, and even though there may be a slight clearance on the valve tappet, and a fair compression when the job is finished, the first ten or twenty miles of running will flatten out those ridges, allowing the valve to drop so that its stem has no clearance at all. As is the other case, a compression leak and a burnt-out valve may follow.

Invariably, after grinding in the valves, clearances should be checked with a feeler gauge, and, unless past experience with the same engine has indicated the contrary, it should be assumed that when the engine becomes hot the clearance will be reduced by from two to five one-thousandths of an inch. There is no uniformity in this respect, however, among various engine designs. In most, the clearance is reduced with an increase in engine temperature, while in a fair number it remains almost unchanged.

It is a good plan, therefore, to allow rather more clearance than the instruction book calls for after the valves have been ground in, leaving the adjustment for a month or so after any, a hundred miles has been covered. After this distance, while the engine is warm, check the clearances to those recommended by the manufacturer.

**LONDON REFUSE.****Ford Has a Use For It.**

You have heard that the only thing wasted in the Chicago packing-houses is the squeal.

It seems that another extreme in anti-wastefulness is to be operated at the new Ford factory at Dagenham, England.

The furnaces of the huge power-house are to be fired by the refuse of London. Roasts will deliver 1,000 tons a day, the Ford Co. being paid 3s. a ton for taking it off the hands of the various local authorities.

But Ford would not confine a fleet to one-way service—on the trip back to London the ships will carry coal.

**BRITISH CARS OVERSEAS.****A Hint As To Australian Requirements.**

If British manufacturers will only come to earth and give Australians a large chassis with an engine of at least 20 h.p., with floppy, "comfortable" springs, plenty of chromium-plating, pretty louvres in the bonnet, a "neatly grouped instrument board," hub caps like saucepan lids, to sell at about £200, they needn't worry about the number of crankshaft bearings, (writes an Australian correspondent of the Antecar)

The majority have an idea that the crankshaft is a device for controlling the supply of petrol voltage from the rear axle.

tion, much damage can be done if the correct remedy is not taken. Gear changing in modern cars is easy, and a little practice will go a long way in adding to the life of the car as well as to the pleasure of motoring.

**THE REAR AXLE.****Adjustments Necessary for Silent Running.**

The back axle on a motor car is a most important part of the transmission system, and its development to its present-day state of perfection has been almost an epic in engineering. The transmission of widely varying pressures under adverse conditions, and over a big range of speeds is a problem that has taken years to solve successfully, and the engineer, the chemist, and the metallurgist have all had their share in bringing the complete mechanism to the wonderful pitch of efficiency that it has reached to-day.

No mechanism so delicately adjusted can run continuously without some care and attention, and at some time actual adjustment of the gears will be required.

**Adjusting Bevel Drives.**

In the case of the bevel drive, whether of the straight tooth or the helical tooth type, devices are provided in all up-to-date designs for making adjustments to the depth of meshing of the pinion with the crown wheel. Generally this is provided in the forward member, which carries the radial and thrust ball (or roller) bearings, which support the shaft of which the bevel pinion is usually an integral part.

The radial bearings will not, under normal service conditions, require any attention (probably for the life of the car) if proper care is taken with the lubrication of the unit. The thrust bearing, may, however, develop sufficient wear to put the crown wheel and pinion out of perfect mesh with each other, and the meshing of the teeth to the correct depth is a vital point in a bevel gear, if we are to avoid noises, either of the grinding, growling type, or of the rattling, knocking description. If a rear axle develops the former type of noise it is generally after an overhaul when those responsible for the adjustment have been too enthusiastic and make the mesh a little too close. If the noise is only a slight one this may be a good fault and the trouble will probably disappear after a short period of running. This is not always so, however, and if the noise persists it is a wise plan to have the adjustment slackened off a little. A good adjustment for the average rear axle is, after the bearings have been adjusted so that there is no perceptible end play, to allow a backlash or movement between the meshing teeth of .004 in., or the thickness of a piece of ordinary writing paper.

From the above it will be realized that the adjustment calls for a little care, and it would not be too much to say that many a sound and carefully assembled rear axle has been ruined, so far as the bevel drive is concerned, by carrying out an adjustment without that shade of appreciation for fine adjustment and accurate location of parts.

The clanking, rattling, and knocking noises in rear axles are almost invariably due to the fact that the mesh of the teeth is not deep enough—either through wear or through mis-adjustment. Owing to the relative angles of the teeth of the bevel pinion and the crown wheel, very little wear in the thrusts of the wheel will make for shallow meshing, noise, chatter, and backlash when running light, reversing or picking up the load after a change of gear.

In many cases this thrust adjustment for the crown wheel cannot be made without taking down the axle, while the adjustment into (or out of) mesh of the pinion is very often provided in a manner that makes it easy of accomplishment without taking down or disassembling any part. Under these conditions one is apt to take the line of least resistance, and make the adjustment by setting up the bevel pinion nearer to the crown wheel.

**Mesh.**

Owing to the slight angle of the bevel pinion it must be moved considerably endwise to get a very slightly deeper meshing of the teeth, and sometimes this end movement is sufficient to allow the teeth of the crown wheel to overlap the teeth of the bevel. This results in a ridge of wear on the teeth of both wheels, at the wide end of the crown wheel and at the narrow end of the bevel pinion. A situation is then created in which the full length of the teeth are not meshing, and if there is any end play, so that the teeth can move up to the worn ridges, we get an intermittent grinding and humming, making altogether a very noisy transmission.

This can only be avoided by adjusting both wheels (the crown wheel very slightly and the bevel pinion a little more), so that the relative position of the teeth has not been altered, although there is a slightly deeper mesh.

Some designs of rear axles provide washers of varying thicknesses behind the ball thrusts, and so make provision for adjustment. In the other cases screwed internal sleeves are provided with large

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

# The BUICK 8

*The Eights with Buick's Prestige*

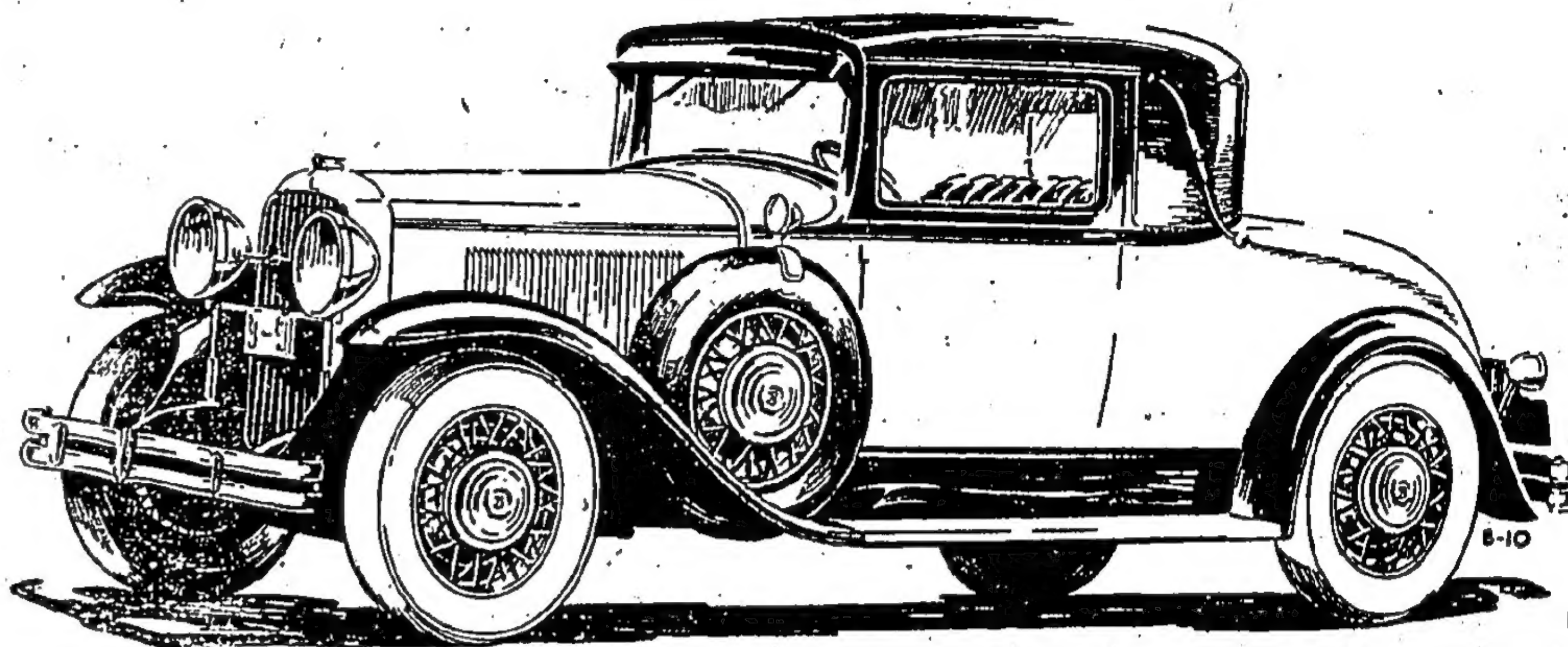
No matter which model or series you choose — you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality from the beginning has developed confidence in the public mind—confidence that causes thousands of Buick owners to buy Buick again and again.

114" Wheelbase Buick Models .....	G\$1,530 to G\$1,655
118" Wheelbase Buick Models .....	G\$1,820 to G\$1,930
124" Wheelbase Buick Models .....	G\$2,160 to G\$2,195
132" Wheelbase Buick Models .....	G\$2,160 to G\$2,705

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



castellated ends, so that the sleeves may be screwed up or back to make an adjustment. In either case both sides must be adjusted. In the case of the washers, if one is taken out of the left side it must be replaced in the right side, and vice versa. If a thrust sleeve is screwed up one notch, the other one must be slackened off one notch. This is necessary in order to maintain the bearing adjustment after the crown wheel has been shifted. In either case a delicate appreciation of the amount of movement to be made is necessary.

**Worm Drives.**

Worm drives are more simple from the user's point of view, and do not often require adjustment. Nor is there much (if any) adjustment provided by the makers to shift the worm nearer to the worm wheel. But since there is not so much need for extreme accuracy, once the worm and worm wheel have been run in, a little leeway can be allowed in the case of a worm which would make a bevel toothed drive very noisy.

**Lubrication.**

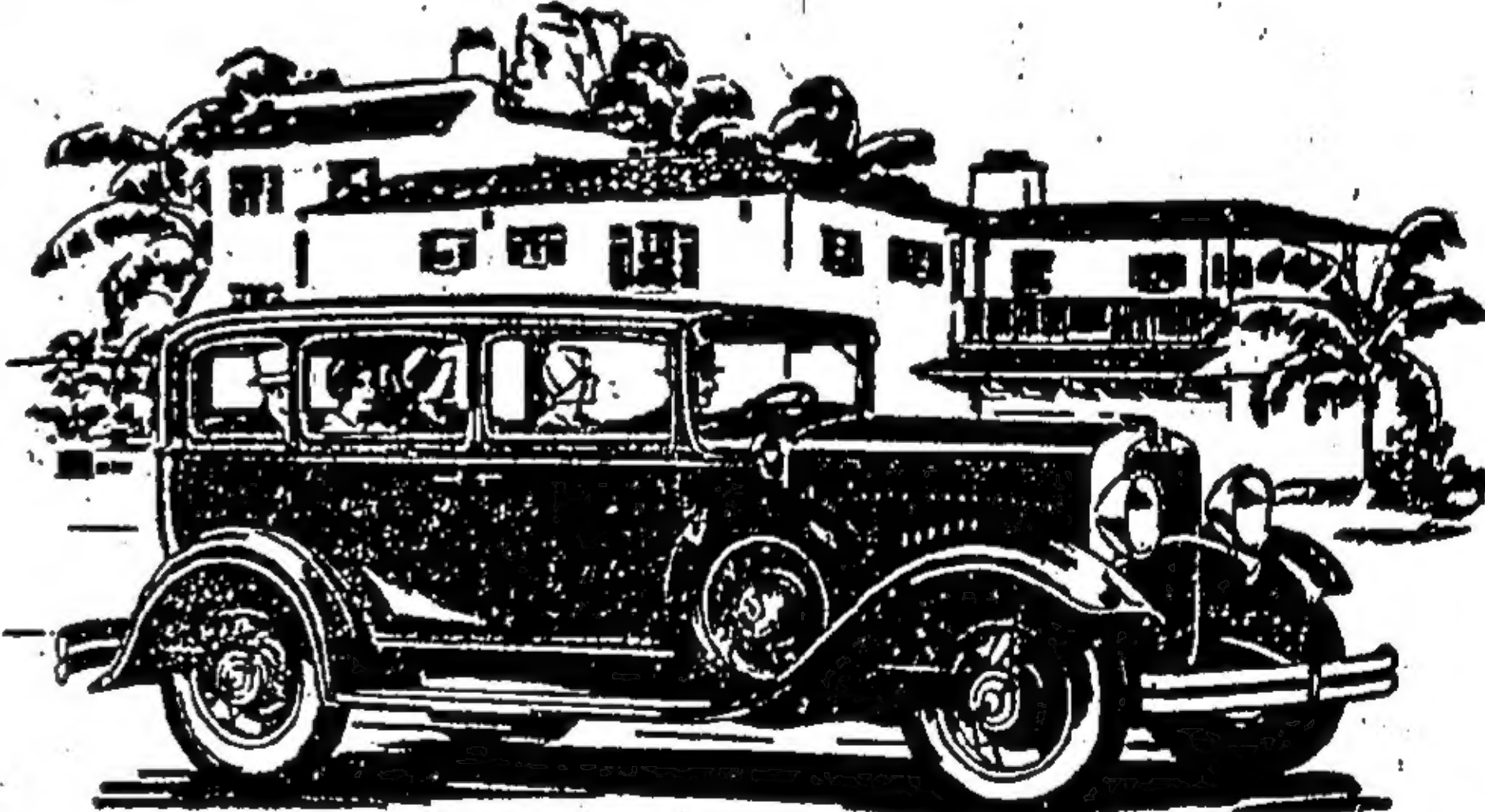
Lubrication is a great point to be watched, especially in the case of the worm drive, and users of cars generally err on the side of too infrequent changing or replenishing of the axle lubricant. The lubrication in a worm drive axle will require more constant attention than in the case of a bevel driven axle, but the smoothness and silence of running which good, full-bodied lubricants will ensure is worth the small extra cost entailed to keep it supplied with good quality oil not used too long before renewal. On the other hand, it is important not to add too much oil, as this may cause a leakage from the axle ends on to the brakes.

**ESSEX CARBURETTOR.**

Smother operation, at low speeds, quick warming-up in cold weather, high fuel economy and minimum heat at high speeds are all made possible by the two-jet expanding automatic heat control carburettor used as standard equipment on the Essex Challenger. This carburettor, when properly adjusted, enables the driver to use low-test fuels. Located within the cylinder block itself, the Essex manifold ensures a uniform distribution of gasified fuel to all cylinders. This factor, added to the size of the carburettor, results in high volumetric efficiency at all speeds. A unique silencing feature is the placing of the cylinder head in such a way that the mixture entering the inlet valve is made to flow across the exhaust valve, thereby preventing detonation, as the exhaust valve is the hottest point, and combustion takes place there immediately.

## A DEPENDABLE EIGHT

### luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little attention or maintenance, delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

## DODGE BROTHERS

### SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.



**SPACIOUS FIREPROOF GARAGE**  
STORAGE, CAR WASHING &  
POLISHING  
(Service Day and Night)  
**AT VERY LOW RATES**  
MECHANICAL REPAIRS BY  
EXPERT ENGINEERS.  
Motor Accessories, Spare Parts,  
Gasoline & Oils.  
**THE NATHAN GARAGE**  
Wing Lock Building,  
Nathan Road, Kowloon.  
Telephone 56948.

# China Mail

Thursday, February 26, 1931.  
First Moon, 10th Day.

**ESTABLISHED**  
1845

大英式月廿六號 禮拜四  
中華民國二十年元月初十日

HONG KONG, THURSDAY, FEBRUARY 26, 1931.

## QUIN CIN

Universally recommended for  
Influenza  
NASAL CATARRH  
COLD IN THE HEAD  
Instant Relief  
Never be without it

**THE PHARMACY**  
Asiatic Building. Tel. 20345.

## THE BLUE FUNNEL LINE

REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

### LONDON SERVICE.

"MENEIAUS" 3rd Mar. For Marseilles, Casablanca, London,  
Rouen, and Hamburg.  
"ANTENOR" 18th Mar. For Marseilles, London, Rangoon & Glasgow.

### LIVERPOOL SERVICE.

"EURYLOCHUS" 20th Mar. For Genoa, Havre, Liverpool & Glasgow.  
"TRINERIAS" 20th Apr. For Genoa, Havre, Liverpool & Glasgow.

### PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)  
"TEUJER" 14th Mar. For Victoria, Vancouver & Seattle.  
"IXION" 10th Apr. For Victoria, Vancouver & Seattle.

### INWARD SERVICE.

"PERSEUS" Due 1st Mar. For S'hai, Muji, Kobe, Y'hamo,  
Otaru and Vladivostok.  
"HECTOR" Due 8th Mar. For S'hai, Taku and Daini.

### PASSENGER SERVICE.

"HETTOR" Sails 7th Mar. For S'hai, Taku and Daini.  
"ANTENOR" Sails 18th Mar. For S'hai, Taku and Daini.

Also cargo steamers with limited passenger accommodation at  
specially reduced fares.

For freight, passage rates and information apply to:-

**Butterfield & Swire,**

Agents.

## FLEXIBLE CLAUSE IN TARIFF ACT.

Decision That Affects  
U.S. Importers.

### RESULT OF TEST CASE.

New York, Yesterday.  
A decision of the greatest consequence to importers is involved in the ruling of the United States Customs Court that under a flexible clause of the Tariff Act, the President is empowered only to alter the rates and not the wording or meaning of any clause in the tariff.

The decision was given in a test case brought by the Fox River Butter Company against changes made by the late President Coolidge affecting Swiss imports. — Reuter's American Service.

### R.101 DISASTER.

EXPERIMENTS TO DECIDE  
CAUSE OF ACCIDENT.

### VALUABLE RESULTS.

Rugby, Yesterday.  
The Under-Secretary for Air, Mr. F. Montague, informed the House of Commons today that at the request of the Court of Enquiry into the R.101 disaster certain experiments were being carried out at the National Physical Laboratory with a view to fixing more definitely the cause of the accident.

Very valuable results were expected from these experiments, which are not yet complete. Most of the Court of Inquiry's report made it impossible to complete the inquiry before the experiments were ended. — British Wireless Service.

### FLIGHT TO BASRA.

BRITISH FLYING BOATS REACH  
MALTA.

Rugby, Yesterday.  
A squadron of Royal Air Force flying boats, which left their base recently on a flight to Basra, are reported to have reached Malta. — British Wireless Service.

## SURPLUS WHEAT.

MARKETING SYSTEM OF  
CONTROL.

### FRENCH CONFERENCE.

Paris, Yesterday.  
At the plenary session of the Agricultural Conference today, it was resolved to favour a system of control for the marketing of surplus wheat.

Conference Ends.  
The European Agricultural Conference ended without tangible results. The conference decided that it was not competent to settle the details of marketing, but members of the Conference undertook to import certain quantities of surplus wheat from central and eastern European countries. — Reuter.

[An earlier report stated: what M. Briand described as the first tangible result of the movement for a European federation was initiated on February 23 with the opening of the 10th day of the European Agricultural Conference, attended by its representatives of 24 European States, to consider the problem of Europe's cereal export surpluses. M. Briand, welcoming the delegates, declared that the moment had come to put European solidarity to the test. What really was at stake was not the question of the distribution of cereal surplus, but the maintenance of peace.]

### TIN RESTRICTION.

MEETING WITH DUTCH INDIES  
DELEGATES.

### LIKELY LEGISLATION.

London, Yesterday.  
In the House of Commons today replying to Major Ormsby Gore (Cons.) regarding likely legislation in Nigeria and the Federated Malay States for restricting the output of tin, Dr. Drummond Shiels said that until the meeting arranged at an early date with the Dutch East Indies and Bolivian representatives had been held, it was impossible to state what steps were necessary to carry out the proposed scheme. — Reuter.

## EMPLOYEES WANT TO BUY NEWSPAPERS.

3 Large U.S. Concerns  
To Be Sold.

### MAGNATE'S OFFER.

New York, Yesterday.  
Employees of the Evening World, the Morning World and the Sunday World have requested the surrogate court to allow them to buy the paper, while a third offer for them has been made by the newspaper magnate Mr. Paul Block, who is offering \$5,000,000. — Reuter's American Service.

### U.S. FEDERAL BOARD

APPOINTMENT OF MR.  
EUGENE MEYER.

Washington, Yesterday.  
The Senate confirmed the nomination of Mr. Eugene Meyer, of New York, as Governor of the Federal Reserve Board, in succession to Mr. Roy Young. — Reuter's American Service.

### SAN NING FLIGHT.

No further definite news as to the plight of the s.s. San Ning, which went aground in Kerr Channel on the way down from Wuchow, was available this morning.

A report was current to the effect that she had got off, and was seen proceeding to Hong Kong, but no confirmation was forthcoming.

### CABLE RECEIPTS.

The following news has been received by the Eastern Extension, Australasia & China Telegraph Co., from their Head Office, London:—

Imperial & International Communications Limited:—  
Estimated Traffic Receipts—January, 1931, £412,908.  
Receipts—January, 1931, £519,485.

## AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO  
SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.



ANNY ONDRA  
JOHN LONGDEN  
DONALD CATHROP

### ADDED ATTRACTION

### REVIEW

**PATHEPHONE WEEKLY**

### FEATURETTE

IN AN OLD WORLD GARDEN

### NEXT CHANGE

**Norma SHEARER**  
More thrilling than  
"The Divorce"  
More brilliant than  
"The Last of Mrs. Cheney"  
with this remarkable cast:  
**Marie Dressler**  
**Rod La Rocque**  
**Gilbert Emery**  
**Hedda Hopper**  
A  
**Robert Z. Leonard**  
Production  
**LET US BE GAY**

**BEN-HUR**  
Directed by  
**FRED NIBLO**  
With a cast of thousands headed by  
**RAMON NOVAKO**  
**METTY BRONSON**  
**MAY MAYO** **CARL HAYES**  
**FRANCIS X. BUSHMAN**  
From the novel copyrighted by  
Hudson and M. H. Caldwell.  
Adapted by **JUNE MATHIS**  
Screened by **CAREY WILSON**  
AT THE **STAR** TO-DAY TO SATURDAY  
AT 5.30 & 9.20.

## CENTRAL THEATRE

TO-DAY TO SUNDAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

CLARA MAKES LOVE TO A FLEET-FUL OF SAILORS.

Nautical  
but  
Nice!  
**CLARA BOW**  
"True to the Navy"  
WITH  
FREDRIC MARCH, HARRY GREEN  
A Paramount Picture  
Clara sings! With her voice, her eyes, her whole body! In a beautiful sweetheart she finds "There's Only One Who Matters." She fights the Navy for him. Remember Fredric March in "The Wild Party"? He's her boy-friend again. And Harry Green's a riot in a real comic role.

### NEXT CHANGE

**Paul WHITEMAN**  
and his band in  
**KING OF JAZZ**  
Booking at Anderson's & the Theatre (Tel. 25720).

Printed and published for the Proprietors, The Newspaper Enterprise  
Limited, by DAVID CHRISTIAN WILSON, Business Manager, at  
No. 7, Wyndham Street, Hong Kong.

**BAYER**  
Don't let a Cough  
Torture you—take  
**'RESIVAL'**

**MAJESTIC THEATRE**  
NATHAN ROAD, KOWLOON.  
TO-DAY TO SATURDAY  
a Paramount Picture  
**DENNIS KING**  
(By arrangement with Famous Players)  
"The Vagabond King"  
FAMOUS SONGS:  
"Song of the Vagabonds"  
"Only a Rose"  
"Huguetto Waltz"  
"Some Day"  
"Love Me To-Death"  
ENTIRELY IN TECHNICOLOR